The New-York Times.

VOL. XXII.......NO. 6804. NEW-YORK, WEDNESDAY, JULY 9, 1873. PRICE FOUR CENTS.

THE ETERNAL CITY.

A VIEW OF THE ROMAN SEASON.

DISTINGUISHED GUESTS—THE EMPRESS OF RUSSIA—CORA PEARL'S VISIT—GERMAN-ITALIAN RELATIONS.

From an Occasional Correspondent.

ROME, Friday, June 20, 1873.

The Eternal City has been in a state of no small excitement during the last few weeks, owing to the presence of two ladies who represented, in a most striking manner, the two extremes of modern society. One was the fair, but fragile, Empress of all the Russias, whose charming manners and cordial condescension won all hearts, while her overflowing purse proved a God-send to the countless poor of Rome. Good care was taken that her well-known kindness of heart should not be allowed to decline for want of practice. Petitioners filled her ante-rooms, draped in gorgeous uniforms and purple robes, who had come in search of decorations, honors, and special favors. Below in the street, before her palace, stood crowds of beggars from morn till night, covered with rags, and hideous in their skillfully displayed misery, who whined for money and clamored for bread. Even the head of all Christendom was reported to have had his request to make when the great lady came to see him in his private library, at the Vatican, and most courteously advanced, as she saw the poor old gentleman crawling toward her, painfully supported by a crutch on one side and a stick on the other. It was said that he had urgently interceded in behalf of the Catholics in unfortunate Poland, whom the Czar has recently once more ordered, by imperial ukase, forthwith to become good Greek Christians, to pray in Russian, and, above all, to stop sending Peter's pence to Rome. The official journals, it is true, denied the truth of this statement; well-informed persons, however, reassert the fact, and the friends of the Church hope, for the Pope's own sake, that he did not altogether confine himself during the interview to the usual lamentations over the wickedness of the world and the indignities and cruelties which he has to endure. The Empress, at all events, was all courtesy and cordiality, but very decidedly marked at once the utterly unpolitical character of her interview with the head of a rival church by declining to see Cardinal Antonelli, as all royal visitors at the Vatican are expected to do. The Romans, keenly alive to such nice distinctions, enjoyed her presence all the more, and received her with loud acclamations wherever she appeared. The sight of her landau was always hailed with loud evvivas, and she certainly fully deserved the clamorous reception and the unrestrained admiration with which she was greeted. For the great Empress, although no longer young, nor even what the French gallantly call of a "certain age," appeared invariably so very well dressed, so simple in manner, and yet so thoroughly imperial, that the good taste of the Italians was never shocked in the slightest manner, and the lovely freshness of her invariable companion, the Archduchess Marie, the future daughter-in-law of Queen Victoria, only served to enhance her own mature charms. The people, keenly alive to a little spice of romance, were enthusiastic about the latter, and hesitated not when she appeared on the Pincian promenade or on the Corso, to give utterance to their appreciation by crying out aloud, *"Ah, che è bella!"* (Oh, how beautiful she is!) Nor were they less disposed to admire the gorgeous green and gold liveries, the magnificent court costumes of her suite, and the whole rich pageant which followed the august lady whenever she left the Russian embassy. But their enthusiasm was highest when their own darling, the Princess Margaret, the future Queen of Italy—if Italy should have another king—accompanied the foreign guests, and, as is her wont, scattered smiles and cordial greetings amid the vociferous crowds. When the Empress left, after a stay extended far beyond the time allotted to Rome originally, there was actually something wanting in Rome, and great were the lamentations of the people, who have few public amusements, and yet are as fond of "circenses" in our day as they were under the Cæsars. Even the boundless generosity with which the great lady marked, at her departure, her grateful appreciation of the warm reception she had met with in Italy, only made them feel her absence all the more keenly. The Ministers and high officials received glittering orders in profusion, the troops were rewarded with liberal sums of money, and many thousands of silver rubles were sent to be distributed among its door in hospitals and almshouses. The Church alone growled and grumbled, for, as matters stand, no special attentions could be paid to her representatives, and the Russian Empress was the first visitor to Rome who proved almost conclusively, by her inability to serve two masters at a time, that the presence of two crowned heads and sovereigns in the same city is an anomaly that cannot possibly last.

CORA PEARL'S VISIT.

The Romans, quite as eager as the Athenians of old after something new, were fortunately able to fall back upon the other lady—if lady she may be called on the same page with the noble matron we have mentioned—who had appeared meanwhile on the social horizon. A somewhat brutal scene, occurring at one of the minor theatres, had first made her presence known to the public at large. One fine evening, when a new ballet was to be inaugurated, smuggled in, as is the fashion in Italy, between two acts of a popular opera, and an unusually numerous and brilliant company had filled the house from top to bottom, all eyes had suddenly been directed to one of the best boxes by the loud talking and noisy laughter of a gay, almost boisterous party. A lady dressed in the extreme height of fashion, blue from the bows on her towering, well-powdered coiffure to the diamond-decked shoes on her tiny feet, entered the box with a "skip and a jump," followed by a number of young men in gay uniforms or evening dress. The extravagant style of her loud costume, the bold, defiant expression of her features, and the explosive manner with which she used her gigantic fan in sending greetings to well-known sporting characters all over the house, excited at once universal curiosity, and it was not long before the name of Cora Pearl ran like wildfire through the house. From all parts of the boxes and the pit, curious glances were cast at the famous representative of the demi-monde; ladies looking stealthily at her rouged cheeks and painted eyelids, and men staring boldly with impudent eyes at her unconcealed charms. The "beautiful Jewess," the "fast American," the "queen of Paris," were the names by which she was pointed out, and with them were promptly coupled those of her prominent admirers. The sensation seemed to be delightful to the renowned beauty, for she leaned far out of her box, talking and laughing as unconcernedly as if she had been in her own famous boudoir, where so many a fair name and honorable station had been forever lost through her wiles. Soon, however, the ballet proved the stronger attraction, for if she was liberal in the display of her charms, her rivals on the stage were still more so, and when, at last, the opera recommenced and nothing of the music could be heard because of her over-loud conversation, the wrath of the Romans arose and they demanded silence. The false queen, however, enjoyed the turmoil, and the more she saw her enemies losing their temper, the louder she laughed and the more contemptuous she became. But alas! her hour had come; great, grim gensdarmes appeared at the door of her box, and a gentleman in black, ironically smiling, informed her that the Syndic of the city requested her immediately to return to her lodgings. Perhaps an exciting drama would have been enacted within the narrow limits of her box, but the presence of the gaunt soldiers outside probably recalled to her the hard-hearted officials who had driven her not long ago from Paris and even from France, after her last lover had killed himself at her door, and she yielded. Unabashed, however, by her defeats, she appeared next day on the Pincian Hill in all the absurd splendor of her eccentric costume, astonishing and amusing the good Romans by the scrupulous consistency with which the blue color of her choice was transferred to every one of her belongings. For even the Cuban poodle, which she held by a long, blue satin ribbon, had been dyed blue over night, and great was the delight of the hundreds of merry children, who daily assemble on that favored promenade, at seeing for once in their lives a blue dog. Poor creature! He had to pay dear for his novel beauty. It turned out that his bright color contained, like so many of our modern dyes, a poisonous element, and when in the morning, upon discovering the unusual tinge of his usually snow-white hair, he had, dog-like, busily licked himself dry, he had unconsciously committed suicide. For the penalty was not slow in coming, and ere evening fell, the blue poodle was no more.

GERMAN-ITALIAN RELATIONS.

The last lion of Rome is Prince Bismarck's *alter ego*, as the Austrians satirically call him, the new Ambassador, who has received his diplomatic schooling in Constantinople, and now has been sent here to watch over the election of a new Pope. Mr. von Kendell finds his position beset with peculiar difficulties; for, while he is positively hateful to the clericals, as the representative of German aggression, he is feared by the Italians, who still hesitate between France and Germany as their future ally. Thus every word he drops is carefully noted down, every gesture jealously watched, and when he recently was persuaded, after a State dinner, to sit down at the piano and delight a company of diplomats and high officials by his well-known masterly skill on that instrument, the very choice of his pieces was anxiously discussed as being likely to furnish a key to his instructions. The Pope is said to be not a little troubled about the character of the new envoy, since Prince Bismarck has, in his usual overbearing manner, announced his intention to subject the next Papal election to close scrutiny, and to decide, by his own self-assumed authority, whether it has been carried on according to law and precedent. Such an assumption is, of course, unheard of in the annals of the Papacy, and without the slightest historical warrant; but might is right in our century, and the German sword all powerful for the moment. Hence, great efforts are made to find out the new Minister's weak side, and ludicrous in the extreme is the embarrassment of the comparatively inexperienced diplomat, as he finds himself overwhelmed on both sides by courteous flattery and insinuating suggestions. He will have time, however, to make himself familiar with the ground on which he has to step so cautiously and with the character of the two parties which are dividing Italy at present, for Pius IX. has evidently no intention of dying yet and giving Germany the desired opportunity of controlling a Papal election. He is slowly but steadily recovering from his late attacks, and although still unable to move without the aid of a cane and crutch, he can once more enjoy the open air, and what is by far more refreshing to him, give vent to his resentment in fierce invective and bitter denunciation. The interment of the former Minister, Rattazzi, the author and main champion of the principal laws against the Church, has given him recently a new and most welcome occasion for fulminating his anathemas more vehemently than ever against the enemies of God, as he curtly designates his own adversaries. In a solemn allocution he expressed his deepest regret at the fact that priests should have condescended to accompany the remains of the impious orator to his grave, and added his prayer that no conciliation might ever be attempted by himself or any one of his faithful followers. For a priest of the Church of Christ and the vicar of God upon earth the expression seemed certainly strange, not to say unwarrantable. He is, however wonderfully buoyed up by the change of rulers in France, and, with his whole party, feels confident that ere another year of his Pontificate shall have ended—he has just completed twenty-seven, more than ever Pope achieved before him—he will have been restored to his former power, and the Church will be once more paramount throughout all Christendom.

THE WEST INDIES.

THE CHALLENGER—ACCIDENT TO WRECKERS—CONFLICTS BETWEEN SOLDIERS AND POLICE.

HALIFAX, N. S., July 8.—The steamer Delta, from Bermuda, brings West India dates to July 1. The British scientific ship Challenger left Bermuda on the 12th of June for the Azores, and Her Britannic Majesty's ship Minstrel sailed on the 14th for a cruise.

While a number of men belonging to the New-York Wrecking Company were pumping out the stranded ship Beaumaris Castle, at Bermuda, June 15, a man named Edmund Ryan, in attempting to clear away a strainer of a pump that had become fouled by decomposed cargo was suffocated by foul gas in the ship's hold. Capt. Brown and four men went to his rescue, but became exhausted and had to be hauled out. Ryan was dead before he could be got out.

During the fortnight ending May 8, the streets of Georgetown, Demerara, had been disturbed by conflicts between the men of the Second West India Regiment and the town police.

Two emigrant ships from Calcutta and one from Madras had sailed from Demerra, but the Indus, which sailed from Calcutta in January last, had not been heard from.

LOSSES BY FIRE.

The St. Louis Flouring Mill, owned by Mr. Brooksmith, at Venado, Ill., on the line of the St. Louis and South-eastern Railroad, was struck by lightning, last Saturday morning, caught fire, and was totally destroyed, together with a large amount of grain and flour.

The upper works of the steam-boat City of Cairo were burned at New-Orleans, on Monday night. The vessel was valued at $25,000, and insured fo $10,000.

DISHONEST EMPLOYES ARRESTED.

PHILADELPHIA, July 8.—It is reported that the Pennsylvania Railroad Company has caused the arrest of four conductors on the Philadelphia and New-York division, and also a gate-keeper at the Jersey City Ferry, for swindling the company in some way in coupon tickets. The pecalations, it is said, have been going in for a long time.

THE CITY OF WASHINGTON.

THE PURSER'S STORY.

NEITHER SUN NOR STARS SEEN DURING THE VOYAGE — NARROW ESCAPE FROM A GREAT DISASTER.

HALIFAX, N. S., July 8.—The tug-boat Daisy, of Liverpool, N. S., arrived here this morning with Henry Main, the purser of the Inman steam-ship City of Washington, from whom the following particulars of the shipwreck are gleaned:

The City of Washington sailed from Liverpool on the 24th of June, and from leaving that port until the vessel struck on the west side of Port Le Bear, on the western coast, neither sun nor stars had been seen, so that it was impossible to obtain observations during the entire passage in order to ascertain the position of the ship. When the steamer struck, about 2 P. M. on Saturday, the fog was so thick and so dense that no object could be seen three yards ahead. Everybody on board supposed that the vessel was proceeding on her way to New-York, and the only intimation to the contrary was the heavy grating sound as the vessel was driven over the rough bottom of the shoals, where she now lies. The steamer was going at the rate of about nine knots when she struck. There was no excitement on board at the time. Everybody was perfectly calm, and Capt. Phillips, the officers, and crew immediately set about lowering the boats and getting ashore the passengers, of whom there were 28 cabin and 481 steerage.

In the meantime guns were fired from the stranded ship, and in answer to them men came alongside in a small boat, from whom the first intimation was obtained as to the locality of the vessel. Fortunately the sea was calm, and the distance from the main land only about a quarter of a mile. All the boats were speedily launched and manned, and in three hours from the time of the disaster, every living soul on board was safely landed at Port Le Bear, where the inhabitants busied themselves in assisting to provide temporary accommodations for the passengers and crew. All the passengers' luggage and effects, and the ship stores were also saved and landed.

The ship is lying on an even keel as if riding at anchor. There is about fifteen feet of water at high tide on the shoal. The engine-room is full of water, which ebbs and flows through it, and it is supposed that a hole was stove in the bottom beneath the engine-room. The second deck is pretty clear of water, but below that the ship is full.

The fog did not lift till yesterday morning, when, for the first time, it was seen that the vessel narrowly escaped total and immediate destruction, with the probable loss of every one on board. The distance between the port bows of the ship and Little Gull Rock was only about 200 yards. How she escaped in the dense fog is marvelous, and all on board, passengers and crew, are deeply thankful. In the direction the ship was steering along the dangerous western coast of this province, her escape from destruction on the reefs and sunken rocks so plentifully scattered along the coast, was simply providential. There is no theory offered to account for the ship's deviation, though it is a fact that no observations had been taken from the time of leaving Liverpool to the moment of the disaster.

The spot where the steamer is stranded is inside of Little Gull Rock, or what is properly known as Gull Rock Bar. This is distant from Lockport, the nearest post, twenty miles, and from Halifax about eighty miles, in latitude 43° 39' N.; longitude, 64° 66' W.

The cabin passengers have been comfortably accommodated in houses at Port Le Bear, while for the steerage passengers and crew, tents and awnings made from the ship's sails have been erected on the shore, where they have been comfortably attended to since landing.

The agents of the company here, Messrs. J. and R. R. Seeton, have chartered the steamer M. A. Starr to bring the passengers and crew to Halifax. The Starr sailed for the wreck at daylight this morning, and will probably return to-morrow afternoon. The passengers will be forwarded to their destination by the most expeditious routes possible, instructions to that effect having been sent from Mr. Inman to the agents here.

It is not correctly known whether the ship will prove a total loss or not. It is thought that all the cargo will be got out, but in a damaged state. Divers and wreckers, with their gear, leave here immediately for the wreck. A feeling of intense relief pervades this community that no lives have been lost, and that a second Atlantic calamity has been averted.

PROSPECT FOR FLOATING THE STEAMER.

HALIFAX, N. S., July 8—Evening.—Very little further has been received from the wreck of the City of Washington. The passengers are supplied with cooked provisions from the ship. It is expected that she will be got off if the weather continues favorable. There is great anxiety among the passengers for the arrival of the M. A. Starr, which sailed from this port this morning for the wreck.

The officers of the ship report that no observations had been taken for eight days. When the ship first struck there were only a few feet of water over the bar, the tide being low, but the water came in through the hole which had been stove in the ship's bottom, and there are now over ten feet of water in the hold. It will be impossible to ascertain the extent of the steamer's injuries until her cargo has been taken out, but it is hoped that the hole may be plugged and the vessel floated and repaired. She has a full general cargo, part of which is very valuable.

The Ragged Islands received their name from the rough nature of that part of the coast. Several ships have been wrecked at different times within a distance of three or four miles on either side of where the City of Washington now lies. The most notable of these were the transport Emulous, when several lives were lost; the steamer Pactolus, from this city, bound to St. John, N. B., and the Philadelphia ship Hezekiah Williams. There are two light-houses on these islands, each distant about two miles, one to the east, and the other to the west of Le Bear Bar; but these are, of course, no protection in daylight, or in foggy weather, and neither fog horns nor bells have not been placed there to warn approaching vessels of danger. In the present instance, it is said that although the shore was so near that one might almost toss a biscuit on it, the fog was so dense that the land could not be seen.

Capt. Sheridan, submarine diver, of this city, has charge of the recovery of the goods from the ship.

AN INTERVIEW WITH THE COMPANY'S AGENT.

A reporter of THE TIMES called yesterday upon Mr. John G. Dale, the agent of the Inman line, and ascertained that he had not received any advices from the City of Washington further than what was contained in yesterday's TIMES. He had no list of the saloon passengers, as he could only get it from the ship, and did not know the names of the officers, as they are generally changed at Liverpool every trip. All Mr. Dale could say, was that the passengers would probably arrive during the day at Halifax, as a steamer had been sent from there after them.

LIST OF MERCHANDISE.

The City of London, which arrived yesterday, brought Liverpool papers containing the following list of shippers by the City of Washington:

Twenty cases shapes, short, shipped by City of Paris; one case merchandise, J. Pullman; three cases, Willy Wallach; nine cases, merchandise, W. H. Smith & Co.; seven packages Dundees, P. Donald & Co.; four packages Dundees, J. F. White; four cases merchandise, A. B. Ausbacher; 707 tin plates, Phelps, Dodge & Co.; one package hardware, A. & E. Wallach; three cases merchandise, Asiel Erdmann; six packages, A. Friedmann; one case merchandise, Blumgart; six cases, H. Fleighanheim; one case merchandise, B. Illfelder & Co.; 488 steel rails, Drexel, Morgan & Co.; two cases merchandise, Alexander Dougan & Co.; one case merchandise, James Elliott & Co.; seven cases merchandise, E. H. Ingen & Co.; four steel rails, M. Churchill Oestler; four packages hardware, P. A. Trasse & Co.; four packages hardware, E. E. Hopkins; two packages of skins, Loppenheimer; twenty-one boxes glass, Scoville Manufacturing Company; two boxes cloth, Bauendahl & Co.; six cases of cloth, A. T. Stewart & Co.; two cases cloth, Hordtlundgers; ten boxes cloth, H. W. & T. Mall & Co.; five cases cloth, Samuel Simon & Co.; eight cases cloth, Beekman, Chamberlain & Co.; eight packages of cloth, Fosbermmann & Co.; two cases of cloth, Cobhouse, Robfure & Co.; five cases linen, John Stewart & Bros.; seventeen cases linen, Barber Bros.; five cases linen, Wm. Gibbon; one case merchandise, H. W. Collender.

THE WESTERN STORMS.

DAMAGE TO CROPS AND BUILDINGS BY RECENT HIGH WINDS AND RAINS.

CINCINNATI, July 8.—The following accounts of damages to crops and buildings, and the estmated losses, by the recent rains, have been received here:

In Ohio, throughout Fayette County, the oats, wheat, and corn, have been seriously damaged, many trees uprooted, and one barn demolished. The loss is estimated at $3,000, outside of the crops. In Troy, Miami County, the Troy Wagon Works lest fifteen new wagons, by the building being blown down. In Washington County the crops were considerably beaten down and damaged. An estimate of the loss cannot be made, the reports not being sufficiently full. In Belmont County, several acres of timber were destroyed. For a mile around Belmont nearly all the fences were blown down, admitting stock into the grain-fields. The wheat and corn were also flattened out. In Morrow County, in the vicinity of Cardington, on Thursday and Friday, the storm leveled the fences and timber in all directions. Many valuable orchards were ruined. The loss in Franklin County is estimated at from $50,000 to $100,000. The bottom-lands were covered with water, destroying the crops. Part of the canal in the town of Winchester is under water, compelling some of the firms to stop business. In the southern portion of Licking County the crops of all kinds are badly damaged. The Newark, Somerset and Straitsville Railroad suffered severely. Twenty-five miles of the track were washed out, and several bridges destroyed. In Clinton County, the grain in shock and that standing in the fields was alike prostrated, making it necessary to cut a great part of it by hand. In the southern portion of Greene County the wheat crop suffered; the estimated loss is from fifteen to twenty per cent.; in other portions of the county the loss is considerably lighter. The weather is still showery, and unless it clears up soon the wheat crop, which is ripe, will be greatly injured. In Muskingum County, Zanesville, Washington, Perry, Wayne and Knox townships suffered the most damage to growing crops, not less than $10,000, besides a heavy loss on timber. The trains on the Muskingum Valley Railroad expect to resume their trips to-day. In the southern part of Butler County the rain did damage to the crops. A large lot of timber was also blown down. In Clarke County the damage will not be great except in extra work, and the inconvenience in harvesting the down grain. In Union County the wheat crop is badly damaged throughout, especially along the creeks, where whole fields were destroyed.

In Pickaway County the crops destroyed and washed away will approximate $100,000. To this may be added the broom-corn within three miles of Circleville, $25,000. In Athens County, at Nelsonville, the Hocking River overflowed and inundated the lower part of the town. A large number of families were compelled to leave their houses and contents and fly for life, so sudden and unexpected did the flood come. The crops in the bottom lands are a total loss. The damage to crops is estimated at $10,000. A great number of families living along the river in the vicinity of Athens were compelled to move to higher ground. The Marietta and Cincinnati Railroad track was covered with water too deep to allow the passage of trains. In Fairfield County the loss of public and private property is estimated at over $500,000. Many low farms were swept of everything but buildings. The Hocking Canal will not be repaired this Summer, having fifteen large breaks in it within a distance of twenty-five miles. The Bremen Canal was 6 feet under water on the morning of the 4th inst. Four bridges of the Cincinnati and Muskingum and the Cincinnati and Hocking Valley Railroads were wrecked. The Hocking Canal and River were made one stream by the numerous breaks.

In the south-eastern part of Indiana severe losses are also reported. In Union County the crops are damaged ten to fifteen per cent. In Ripley County the wheat suffered badly. In Decatur County the wheat will yield but one-fourth of a crop. In Shelby County two-thirds of the wheat is sprouting very fast. In Dearborn County the losses of the crops well be far up in the thousands. The same report comes from Fayette County. Corn will yield three-fourths of a crop.

SPRINGFIELD, Ill., July 8.—To-day is the first for a week or more that no rain has fallen in this section of the State. Yesterday and for several days previous it rained in torrents in Southern and Central Illinois. The country is almost deluged with water. Great damage has been done to wheat, oats, and hay, which, in the southern part of the State, had just been harvested, while in Central Illinois harvesting had just begun. Grain in Southern Illinois is reported sprouting, and in the centre it is blown down so that great quantities of it will be lost, as it will be impossible to harvest it. Although the streams are much swollen no damage to property is reported. The corn crop is not much damaged by the rains.

CINCINNATI, Ohio, July 8.—A hurricane swept over Odin, Ill., last night, unroofing the Methodist Church and otherwise wrecking that building. The Methodist Church and railroad engine-house at Salem, Ill., were destroyed. Orchards, miles of fences and thousands of acres of corn were blown down. At Harrisburg, Ill., the storm blew down a circus tent while full of people. The lamps fired the canvas, but the fire was extinguished.

At Carmi, Ill., on Friday last, a lad named Upton, while driving a reaper, was struck by lightning, as also were his two horses. A terrible storm visited that place last night, demolishing orchards, fences, and crops. Several men and horses were killed by lightning.

THE WALL-STREET RAILROAD BILL VETOED.

ALBANY, N. Y., July 8.—Gov. Dix has vetoed the bill to authorize the construction of a railway from Wall street ferry through certain streets in the city of New-York to the North River, for the reason that the effect would be to cause more obstructions than at present exist in Broadway, which thoroughfare the proposed railway would cross four times.

A BOY KILLED BY A LOCOMOTIVE.

CONCORD, N. H., July 8.—Arthur St. Clair Haines, a son of Adjutant General Haines, aged six years, was run over by an engine while playing upon the track of the Concord Railroad, this afternoon. His left arm was cut off at the shoulder, and his left foot was crushed and mangled. He cannot recover. A brother, Hanley M. Haines, was badly bruised about the head.

WASHINGTON.

MAIL FACILITIES IN NEW-YORK.

SUGGESTIONS OF POSTMASTER JAMES APPROVED—THE NEW LOAN—THE TEXAS POLITICIANS, SENATOR BOUTWELL, AND GEN. BUTLER.

Special Dispatch to the New-York Times.

WASHINGTON, July 8.—Col. Thomas L. James, Postmaster, and Mr. H. G. Pearson, Superintendent of the New-York City Post-office, arrived in Washington this morning to securet he approval of the Postmaster General to some very important changes and improvements in the postal service of New York City. The Postmaster General approved the several suggestions, and is determined to make the postal service of New-York as perfect as that of London. He intends, before the Summer is ended, to increase and improve the mail facilities so that letters may receive an answer the same day in any part of New-York. An order was made that supplemental mails to all European steamers will be dispatched to the steamer from the main office after the close of the regular mail. The supplemental bags at the wharves will be discontinued. Letters forwarded in these supplemental mails will be charged double postage. The Elevated Railway will be used to transport the mails to the northern portions of the City and the intermediate stations. Col. James reports that the experiments with the road have proved successful. From the different stations of the Elevated Railway the mails will be dispatched to the substations. Eighteen mails will be sent daily each way by this railway. It is the intention to deliver one mail every hour each way during business hours. The Postmaster General also consented to the request of the New-York newspaper publishers that their dailies may be forwarded to Philadelphia as mail-matter in the 3 o'clock morning train.

THE NEW FUNDED LOAN.

Secretary Richardson most emphatically denies that any representations have been made to this Government, either by the British Minister, the English Government, or the Syndicate, regarding an alleged desired certification of the genuineness of the bonds of the new funded loan. Ex-Senator Cattell, the financial agent of the Treasury Department, in Europe, has nothing to do either with the subscriptions or the bonds. The bonds are sold through the Syndicate bankers, Jay Cooke, McCulloch & Co., and the Rothschilds. These firms are as responsible to the subscribers to the loan for the genuineness of the bonds as any firm that sells bonds is responsible to the purchasers for their genuineness. There is no trouble of any sort in connection with the Syndicate and no representations concerning the genuineness of the bonds have been made.

GOV. DAIVS AND THE TEXAS POLITICIANS.

The breeze among the Texas politicians has quieted down. There were two new arrivals to-day, J. G. Tracy, Esq., late editor of the Houston *Union*, and Col. J. C. De Gress. So far as Gov. Davis is concerned, it may be said with entire truthfulness, as well as in justice to him, that he has concluded all he proposes to do here in regard to the Satanta and Big Tree question, and that the subject of offices has not been mentioned between himself and the President, since he has not seen the latter nor had any communication with him, nor has the subject been brought to the official notice of any member of the Cabinet. Gov. Davis is of the opinion, however, that there should be some changes in Texas, for the good of the service as well as for the benefit of the party, and he fortifies his statements with specific charges of misconduct and corruption, which will have a very ugly look if they are not refuted.

MR. BOUTWELL AND THE MASSACHUSETTS GOVERNORSHIP.

A gentleman, who has recently seen Gov. Boutwell, states that the latter is entirely neutral in the contest of Gen. Butler for the nomination of Governor of Massachusetts, and that he will positively decline to use his influence either for or against Gen. Butler before the meeting of the convention in September. Gov. Boutwell reserves his opinion as to his probable action after that date. Gen. Butler is here engaged in looking after some department business. He to-day visited the War, Navy, and Treasury Departments. He is a member of the Board of Managers of the National Soldiers' Home, and has an appointment to meet the other members of that Board at Augusta, Me., about July 10.

IMMIGRATION.

Instructions were to-day given to Dr. John M. Woodworth, of the Board of Immigration Commissioners, to proceed forthwith to examine the condition of immigration at Baltimore, Philadelphia, New-York and Boston, and to submit his report Sept. 15.

GEN. HOWARD AND THE FREEDMAN'S BUREAU.

The report of Attorney General Williams in the matter of the connection of Gen. O. O. Howard with the Freedman's Bureau is finished, and was to-day copied, to be delivered to the Secretary of War. Gen. Belknap is understood to have given orders to defer the publication of the opinion until his return, which will not be for some days.

Dispatch to the Associated Press.

THE COTTON CROP.

Partial reports received at the Department of Agriculture from the cotton regions, to July 1, represent much wet weather, which in some States makes the crop backward in maturing. The indications are that whatever may be the injury to the crop from this and other causes, the deficiency will, it is supposed, be supplied by the larger area planted than heretofore, and therefore it is believed the crop of this year will at least be equal to that of last year.

THE CONTROLLER'S REPORT ON THE NEW-YORK BANKS.

The Controller of the Currency has prepared an abstract of reports showing the condition of national banks in New-York City at the close of business June 13. The aggregate of resources and liabilities of the forty-nine national banks in that City on that date foot up $409,032,755. The following items appear among the resources:

Loans and discounts	$195,531,730
United States bonds	38,533,850
Due from national banks	15,890,584
Exchange for Clearing-house	71,071,165
Specie	23,581,177
Legal-tender notes	30,063,875
Among the liabilities are:	
Capital stock	$70,985,000
Profits	34,215,296
Deposits	181,441,779

THE CHOLERA.

CINCINNATI, Ohio, July 8.—No cases of cholera have been reported here since 3 o'clock yesterday afternoon.

MEMPHIS, Tenn., July 8.—There was but one interment from cholera to-day.

NASHVILLE, Tenn., July 8.—This city is now free from cholera. Not a single case has been reported for the past forty-eight hours, and there were only three deaths from other diseases to-day. The city was never in a more healthy condition.

BOSTON MURDERERS.

BOSTON, July 8.—This afternoon Michael Desmond shot his wife dead and then himself. The parties had been living in Tufts-street, but on Saturday Desmond drove his wife and her two children, by a former husband, into the street. The wife and children subsequently found lodgings in Second-street, South Boston, where Desmond followed, and where the tragedy took place....George Edward Curtain was examined before Justice Balcom to-day on the charge of murdering the little Lane boy in South Acton, and committed to East Cambridge Jail to await the October term of the court at Lowell.

THE ANDERSON SCHOOL.

OPENING OF THE ESTABLISHMENT ON PENIKESE ISLAND BY PROF. AGASSIZ.

Special Dispatch to the New-York Times.

NEW-BEDFORD, Mass., July 8.—Prof. Agassiz's new Anderson School of Natural History, on Penikese Island, established through the munificence of a citizen of New-York, was to-day formally opened with some simple exercises. The company present numbered between sixty and seventy. About forty were prospective students, a third of whom were women. The visitors included T. G. Carey and Alexander Agassiz, of the Board of Trustees; Mr. Anderson, Mr. Girod, of New-York, who is Mrs. Anderson's counselor; Count Poursales, of the Coast Survey, and C. W. Galloupe, of Boston, who has aided Prof. Agassiz by the gift of the yacht Sprite for service at the island. These all went down to the island from New-Bedford in the little steamer Helen Augusta. At the landing Prof. Agassiz met them with a cordial greeting. The party was taken over the fresh lawn to the unfinished building for the dormitories and laboratories, and then to the large barn which is temporarily to be used as a lecture-room. The carpenters had just finished laying a hard pine floor, and with the great doors open and the sea-breeze blowing in, the company took seats, and without formality the exercises began.

Prof. Agassiz said a few words, speaking feelingly of the debt he owed Mr. Anderson, and then as there was no one present upon whom he could call to invoke the Divine blessing, he asked all to silently give thanks to the Creator. Heads were at once bowed, and there was a few moments of silence. He then spoke of the study to be pursued in the school. Nature, he said, was to be the student's text-book. The question of admitting women he had settled without consulting any one. He had asked that the students bring no books, as their appliances for study were to be none but those which nature offers. He would, every morning, give them a little advice, and they should look over the island, and tell him something of what they saw each day. He wanted them particularly to study marine animals, and for this each would have an aquarium, where the life of the animals could be constantly watched. Instruction would come chiefly from the means given them for self-instruction. "Work and work," he said, "don't read and ask questions." They must learn not only the use of the lens and the microscope, but of the knife and the simple manipulations of dissection.

Mr. Harrington, the Superintendent ol the schools of New-Bedford, followed by brief remarks, and then Mr. Gerod read the following letter from Mr. Anderson:

TARRYTOWN, N. Y., July 3, 1873.

Louis Agassiz, Esq.:

MY DEAR PROFESSOR: I have been confined in my house for some days past by an inflammation of the eyes, occasioned by exposure to the sun, and I am advised that it would be somewhat hazardous to venture from home, and that on the sea-side, where I should be still more exposed. I need not say how disappointed I feel at my inability to participate in the enjoyment which you, in common with those other distinguished students of nature who enjoy the privilege of being associated with you, must derive from the founding of an institution which for a long time you have had so much at heart, and of which our country in the estimation of thinking men stands so much in need. While I am aggrieved at my inability to attend personally, I am reconciled by the fact that Mrs. Anderson, and one or two other members of my household, will have the gratification of being present, and in conveying to you the pleasure I feel in anticipating the great results that must surely ensue from the establishment of an institution by which our people and especially the productive, industrial, and progressive classes, cannot fail to be benefited, without involving in any way the religious or sectarian prejudices of any one. With an earnest wish for your success in the work on which you are engaged, and that it may endure as a monument of your labors in the cause of science, I am most truly yours,

JOHN ANDERSON.

This ended the exercises. Mrs. Anderson made the ladies of the company comfortable, and the company looked over the island until 3 o'clock, when all but the students took the steamer for the return.

The buildings will be completed very soon and the work of the school be organized. Though the windows are not yet in the new dormitory, beds and other accommodations have been provided for the students on the first floor, which has been divided by a board partition, one-half for the women and one-half for the men. Soon the space will be subdivided into rooms for each student, who will there keep his aquariums and other appliances for study.

BY MAIL AND TELEGRAPH.

The internal revenue receipts yesterday were $320,006.

The New-Jersey Court of Errors and Appeals will deliver opinions on Tuesday next, at 10 A. M.

The Board of Supervisors of San Francisco sustained the Mayor's veto of the Chinese Laundry ordinance.

Mrs. James Heath, of Newport, N. H., committed suicide at her home yesterday afternoon, by hanging herself.

The Dominion Government steamer Druid, with the Governor General on board, arrived at Gaspe, Quebec, yesterday.

The Secretary of the Treasury decides that depository banks must pay their own postage on official letters addressed to the department.

J. B. Penfield, of Oswego, aged about sixty-two years, died suddenly in the cars at Harrisburg, Penn., on Monday night, of apoplexy.

George Wagner, a clerk in the lumber-yard of Angell & Lansing, Providence, R. I., was killed yesterday afternoon by the fall of a pile of lumber.

Commodore Rodgers, Chief of the Bureau of Yards and Docks, of the Navy Department, is inspecting the improvements at League Island, Penn.

The Secretary of the Treasury yesterday received from an attorney of West Troy, N. Y., a letter containing $100 as a contribution to the conscience fund.

The Board of State Assessors to inquire into actual values and the mode of assessment, met the Board of Supervisors of Erie County, yesterday, and left last night for Mayville.

Wm. Tyler, colored, was shot on Monday night, in Washington, D. C., by Andrew Stewart, also colored, during a fracas in the southern part of the city. Stewart was arrested.

N. Rufus Gill, President of the Second Branch of the City Council of Baltimore, was yesterday arrested and fined by Justice Haggerty, of that city, for displaying fire-works and discharging fire-crackers on the street on the Fourth of July.

The San Francisco Supervisors have passed an order granting to the Southern Pacific Railroad the right to portions of Louisiana-street and Mission Bay to facilitate the bringing of ships and railroad freight-cars together.

David Brown died at the Philadelphia Hospital, yesterday morning, from a gun-shot wound, inflicted by Durham Wilson a few hours previous, while in a fit of jealousy. Both men are colored. Wilson was arrested in the afternoon.

The eighteenth annual convention of the International Young Men's Christian Association of the United States and British Provinces will assemble in the Washington-street M. E. Church, in Poughkeepsie, at 10 o'clock this morning.

The President is not expected in Washington before next week, he having stated to a friend at Long Branch, on Monday, that no business of importance now required his attention at Washington.

Yesterday afternoon, as measures were being taken to search the Androscoggin, at Lewiston, Me., for the body of Mary F. Garland, who was supposed to have committed suicide, a boy sauntering near the river found the woman wandering in an insane state.

LATEST NEWS BY CABLE.

GREAT BRITAIN.

DEBATE ON MR. RICHARD'S PEACE RESOLUTION—THE VOTE ADVERSE TO THE GOVERNMENT.

LONDON, July 8.—In the House of Commons, this evening, Mr. Henry Richard, member for Merthyr-Tydvil, and Secretary of the London Peace Society, moved that, in the opinion of the House, Her Majesty's Government should communicate with foreign Powers for the purpose of improving international law, and with the view of establishing arbitration as a permanent resort for the settlement of differences between nations.

Mr. Richard, in a speech in support of his motion, stated that he had received a large number of letters from America expressing sympathy with his proposition. He proceeded to show that the damages of war kept four millions of men armed constantly in Europe, rendering necessary an annual taxation of $2,000,000,000 and the payment of a yearly interest on war debts of $750,000,000. In addition to this the value of labor withdrawn from industry was estimated to be $1,250,000,000. In Germany the conscription forced an emigration which was depopulating the country, and Russia, France, and Italy were financially crippled by the expense of their enormous military establishments.

Mr. Gladstone opposed the motion. He argued that it would defeat its own object, because the Continental nations held widely different views on the subject. He asked the gentleman to withdraw the motion.

Mr. Richard declined to withdraw, and the House divided.

The division resulted in a tie—98 yeas to 98 nays. The Speaker gave his casting vote in favor of the motion, which was adopted.

MEXICO.

THE YUCATAN REVOLUTION EXTENDING—NO EXCITEMENT OF THE MACKENZIE RAID—CITIZENSHIP—INDIANS ON THE WAR-PATH.

CITY OF MEXICO, July 1, via HAVANA, July 7.—The revolution in Yucatan is extending, and the country has been declared in a state of siege.

The elections for members of the Mexican Congress will be held on the 6th inst. The indications are that a majority of the next Congress will be composed of members opposed to the Administration.

No excitement was created over the raid of Col. Mackenzie into Mexico after the Kickapoo Indians.

The Mexican Press are urging the Government to confer the rights of citizenship upon foreigners without compelling them to renounce their nationality.

The telegraph line between Minatitlan and Vera Cruz has been completed.

The Indians in Chihuahua are on the war path, and have killed several citizens.

SPAIN.

ARREST OF THE CURE OF SANTA CRUZ ORDERED BY DON CARLOS.

BAYONNE, July 8.—Don Carlos has ordered the arrest of the Curé of Santa Cruz.

RUSSIA.

EIGHTEEN NORWEGIAN SEAMEN PERISH ON THE ISLAND OF SPITZBERGEN.

LONDON, July 8.—Eighteen Norwegians belonging to the German Arctic Navigation Company's service, who were left on Spitzbergen, were found dead by the party which went to their relief.

ITALY.

THE CHOLERA IN VENICE—OFFICIAL ANNOUNCEMENT.

VENICE, July 8.—The prevalence of cholera in Venice is officially announced. Bulletins of the progress of the disease will be issued daily by the Sanitary officers.

SWITZERLAND.

ELECTION OF PRESIDENT OF THE FEDERAL ASSEMBLY.

BERNE, July 8.—The Federal Assembly have elected Herr Ziegler, of Zurich, President.

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, July 8—8 P. M.—The barometer has risen since Monday afternoon in the South-west and Mississippi Valley and over the upper lakes; it has fallen in the South and Middle Atlantic States; the temperature has risen in the Western Gulf States, but fallen in the Eastern Gulf and South Atlantic States; it has fallen decidedly over the Middle States, the Ohio Valley, and lake region; south-westerly winds are reported from the Gulf and South Atlantic States; south-easterly winds from the Middle and Eastern States; north-east and north-west winds from the Lake region, and north-west and south-west to Tennessee; partly cloudy or clear weather prevails in the Gulf States; threatening weather, with occasional rain, on the South Atlantic and Florida coast; cloud and rain prevail in the Middle States; partly cloudy weather over the Lake region and New-England. The rivers have fallen at Omaha and Nashville, but risen at New-Geneva, Cincinnati, Louisville, and Cairo.

PROBABILITIES.

On Wednesday, for the Gulf States, south-west and north-west winds, with local rains on the Eastern Gulf and Florida coasts. For the South Atlantic States, south-west winds, cloudy weather, and occasional rain, followed in the afternoon by north-west winds and clearing weather. For the Middle States, continued rain during Tuesday night, followed by north-west winds and clearing weather on Wednesday. For New-England, south-east winds, backing to north-east, with threatening weather and occasional rain. For the lower lakes, northerly winds and partly cloudy weather. For the upper lakes and the North-west, north-easterly winds and partly cloudy weather, with falling barometer and possible occasional rain.

CITY METEOROLOGICAL REPORT.

The following record will show the changes in the temperature yesterday, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Park-row: 3 A. M., 65°; 6 A. M., 69°; 9 A. M., 73°; 12 M., 74°; 3 P. M., 75°; 6 P. M., 73°; 9 P. M., 71°; 12 M., 69°; average temperature yesterday, 70°.

THE CROPS IN THE WEST.

SIOUX CITY, July 8.—In the region of country tributary to Sioux City, embracing North-western Iowa, Northern Nebraska, and Southern Dakota, the area under wheat cultivation is one-half greater than it was last year, but that under corn is not so large. The crops are, without exception, better than the average. Small grain especially promises an unusually large yield. The weather is very favorable.

THREE HORSES BURNED TO DEATH.

At midnight a fire occurred in the stable, No. 304 Front-street, owned by Oliver McMahon, which was damaged to the extent of $500; no insurance. The fire spread so rapidly that three horses, belonging to Patrick Kelly, and valued at $700, which were in the stable at the time, were burned to death. The cause of the fire is unknown.

THE TICHBORNE TRIAL.

LATEST PROCEEDINGS — EVIDENCE FROM MR. GOSFORD AND LADY RADCLIFFE.

From Our Own Correspondent.

LONDON, Tuesday, June 24, 1873.

For nearly three full days Mr. Vincent Gosford has been under examination and cross-examination. Mr. Gosford was retained by Sir James Tichborne, Roger's father, as land agent, and was a very intimate friend of Roger himself. He it was with whom Mr. Tichborne when he went abroad left a memorable sealed packet relating to his cousin Katherine Doughty, now Lady Radcliffe, and to him Roger wrote more than 150 letters. Lady Radcliffe has never until now appeared in court during the present trial, but Sir Percival, her husband, has attended latterly, and yesterday and to-day, Mrs. Washington Hibbert, a relative of the Tichborne family, Mrs. Towneley, and other of the Tichbornes, were present. The claimant is unaccompanied save by his solicitors and clerk, and he is just now rather lame from having fallen with a platform and thirty or forty persons in a music-hall at Leeds, where he was exhibiting himself on Saturday night for £100.

MR. GOSFORD'S TESTIMONY.

The evidence which Mr. Gosford gave for the prosecution went over a great part of Roger's life and brought up numerous incidents which claimant either knew nothing of or had misrepresented. Reversing the order of proof, he also gave accounts of his interviews with the claimant, whom he found signally deficient in knowledge of all that Roger must have known. At the close of the examination-in-chief, the witness stated that he had been unfortunate in his pecuniary affairs, and had become considerably embarrassed. These facts formed the main stock from which questions put by Dr. Kenealy, in cross-examination, were drawn. Mr. Gosford would not admit that he had used the rents of the Tichborne estates for his own purposes, but he had overdrawn his own account and had lost his means through speculation in high farming. As a matter of fact, however, he had experienced great difficulty in straightening his affairs, and was now a very poor man. He is on the shady side of middle age; rather over the average height; bald on the top of his head, with bushy grey hair and whiskers setting off what is rather a candid-looking face. On resuming the attack this morning, Dr. Kenealy opened in force by asking witness, point blank, whether he had not received money recently from the Tichborne family through Mr. Charles Wells. Mr. Gosford frankly admitted that on one occasion his wife wrote under great pressure to Lady Doughty, who sent her a check for £20. He did also receive a check for £8 5s. from Mr. Wells, afterward, but this was really repayment of money which he, (Mr. Gosford,) had advanced to Mr. Wells' son. The Chief Justice and one of the jury protested against the time of the court being occupied with such questions as these. Dr. Kenealy replied that in the interests of his client he was bound to put such questions as seemed to him necessary. Mr. Gosford could not remember incidents which Dr. Kenealy put to him as having occurred between himself and Roger, such, for example, as their talking to two women who were planting trees, while they were out shooting. Finishing up with replies to questions on the sealed packet, Mr. Gosford said no one was present when he destroyed it. Mrs. Gosford knew of the contents of that packet as repeated by him. It was just one of those confidential things which a man would tell to his wife and no one else, and she must have known of it long before Roger Tichborne left England. He could not positively say how it was destroyed, but he would not swear positively that it contained the words he had used to the court and nothing else; that Roger vowed if he returned and married his cousin he would build a church to the Blessed Virgin. The witness added that he had lived lately on a small fortune left to his wife and on what he gained by his professional services. He and his wife continued on friendly terms with the Tichborne family up to the present time, and they dined with Lady Doughty shortly before her death. Lord Chief Justice Cockburn put several questions which elicited from witness a reiteration of his statement that he never told any one except his wife of the existence of the sealed packet until he mentioned it in the presence of the claimant at the Grosvenor Hotel in the Summer of 1867. Claimant never mentioned the existence of any sealed packet until after that interview at the Grosvenor, nor was witness aware that any one else knew of it until he ascertained in the same year that Lady Radcliffe had a copy. Mrs. Gosford, who was called next, remembered her husband telling her the contents of the packet soon after it came into his possession, and she also knew that it was destroyed, along with other papers, after they heard of the loss of Bellar, and when they were changing their residence. Roger left with her a locket, containing hair, presumably of his cousin, and a copy of Father Faber's hymns. These and some crucifixes she sent to Lady Radcliffe, at the time of the last trial. From the first moment she saw the claimant she was sure he was not Mr. Tichborne. She remembered Roger's hair was lank, and she could not rely on the suggestion of Dr. Kenealy that residence in hot climates had a tendency to make lank hair curl. Chief Justice Cockburn drew particular attention to a striking peculiarity in Roger Tichborne's hand-writings, consisting of a stroke or prefix before every word. This was invariably present in Roger Tichborne's writing, whereas there was no such peculiarity in the claimant's.

LADY RADCLIFFE'S TESTIMONY.

When, after the usual midday adjournment Lady Radcliffe was called, the court was at once hushed into silence as her ladyship took her place in the witness-box. Lady Radcliffe was dressed in mourning for the recent death of her mother. She is a lady of middle age, and after the slight tremulousness incident to appearing under the circumstances before a crowded court had subsided, she gave her evidence in a free, clear voice, and without any hesitation. Lady Radcliffe said she first saw her cousin in 1838, when she was but four years of age; but from that time she did not see much of him again until 1849. From this period she saw him frequently. On one occasion in 1852 she noticed that he was tattooed, and either on that or another occasion she spoke to him about it, and he offered to tattoo her. She gave many particulars of the movements of the Doughty and Tichborne families, and of the various occasions when, in the course of ordinary visiting, she and Mr. Tichborne were thrown into each other's society. On the day he came of age, she presented him with a purse which she had worked in the colors of his regiment, and he, in return, gave her an alabaster rosary. On the 5th of January, 1852, when he was twenty-three years old, he and she and some other members of the family planted some trees in honor of the event. About the same time she gave him a copy of Father Faber's hymns, the same that he left with Mrs. Gosford, and which was now produced in court. Various other presents from one to the other were mentioned, and particulars were given of the time when her father—having seen that an attachment was growing up between her and Roger—thought that, as being cousins, they could not marry, she had better not see him again. She had an interview with him in the drawing-room, at which they exchanged locks of hair, and that which she received from him was now shown to the Court. At a later date, when Sir Edward Doughty was ill, Roger paid him a visit, and she and he then arranged that he should try and induce her father to withdraw his prohibition. He wrote down the result of the interview to the effect that after three years if they could get the leave of the Church and his father's consent, it would be the will of God, and he (Sir Edward) would withdraw his objection. This document was now read by Lord Chief Justice Cockburn. His lordship also read a letter which Roger left with Miss Doughty, declaring his affection for her, and his intention to marry her on his return to England within three years. Several instances of misspelling occurred in these letters. When at length Lady Radcliffe was asked if she ever saw Roger Tichborne after he gave her the sealed packet on the 22d of June, if any familiarity had ever taken place between them other than she had named; and, in short, if he had ever seduced her, as claimant alleged, she gave to each and every one of these questions a positive and emphatic denial.

THE COLLEGE REGATTA.

ARRIVAL OF THE HARVARD CREW—METHOD OF TRAINING AND STYLE OF ROWING.

From an Occasional Correspondent.

SPRINGFIELD, Mass., Tuesday, July 8, 1873.

Of all the crews here, the arrival, perhaps, of Harvard has been the most eagerly looked for and most anxiously awaited by the youthful oarsmen upon the Connecticut. For the past two weeks nearly all the other colleges have been represented by their respective crews, but it was not until last Saturday that the crew representing our oldest university arrived. With their arrival the crews seem to be complete and the race insured. Every one has looked anxiously toward Harvard, for, in a certain measure, the different colleges seem to have singled out the Harvard crew as their particular rivals, the paramount desire being to defeat the crew so long victorious. Notwithstanding the defeats of the past two years, Harvard still maintains her position as the boating college of the country, and, in all matters pertaining to the inter-collegiate regatta, her representatives have taken a most prominent part.

The crew sent by Harvard this year to compete for the honors of the 17th are nowise inferior to those of former years. They are a youngish looking set, in no manner as mature as many of the men in other crews, but still they are closely and compactly built as a whole, and depend more upon their scientific proficiency as oarsmen, than upon their brute strength, in attaining the first position.

Upon the day of the race the crew will row in the following positions:

	Age.	Height.	Weight.
A. L. Devens, bow	19	5 9½	148
T. Doland, 5	21	5 8	157
H. S. Morse, 4	20	5 11	155
W. Goodwin, 3	20	6 1½	165
D. C. Bacon, 2	18	5 11½	158
R. H. Dana, stroke	22	5 9¾	150

The crew are very young, being some four months the junior of the Columbias, but are a much heavier set.

Harvard long since set the example, adopted in resolution lately by the Convention of College Crews, of discarding professional training, and relying on home talent for knowledge of the art of rowing. In consequence of this action, they are now solely under the training of their Captain, R. H. Dana, of '74. Perhaps to this system of relying on their own knowledge in the coaching of their crews may be ascribed the singularly unique method of training under which they are now rowing. It is unique because it differs essentially from any system of training adopted by professionals, and, further, discountenances all starvation or excessive exercise. The diet of the crew is restricted only to plain and substantial food, plenty of meat, all vegetables, abundance of cereals, and unlimited supplies of water, and occasionally ale.

Early rising is held in supreme contempt, and breakfast is taken at the fashionable hour of 8 o'clock, dinner at 1 P. M., and supper at 6. The hour of retiring is placed at the option of each man, but generally all are in bed at 9:30 o'clock. Under this "gentlemanly" method of training the Harvard men do not appear as cleanly cut nor as finely developed as do the men in several other crews. At present the majority of the crew are quite fat, and what is more, seem not at all anxious to lower their avoirdupois. The question, however, in view of these facts, will be asked, does this method harm their style of rowing? Apparently not; for, when in their boat, no crew on the river pulls with greater exactness or more powerfully than does Harvard. But while at the start Harvard makes excellent time, and spurts frequently at forty, it is intimated, by those who seem to know, that the men in their present condition cannot compete successfully with other more closely-trained crews. The fat is said to make them short of wind, and, in consequence, draws upon their power of endurance.

Of course, this is always said by professionals, and it may be true; but, at present, the poor condition of the men does not seem to affect their superb style of rowing. No crew represented here rows in better style than do the Harvards. Dana, their stroke, has rowed in that position for three years, while Morse and Goodwin both rowed in last year's race. In rowing, the crew catch the water very strong, and recover quickly. Every man fixes his eye on the stroke oar, and, with a strong pull from the beginning to the end of the stroke, they shoot the boat through the water at the rate of thirty-eight per minute.

The quarters of the Harvards are at Mr. Topham's, immediately next to the Cornell boys, and directly opposite the beginning of the course. Their boat-house is a large, spacious, barn-like affair, built a few feet from the Cornell boat-house, and contains their new shell, built by Blaikie. This is 49 feet long, 22 inches in beam, and weighs 140 pounds. They form no exception to the other crews, and will row with sliding seats.

The Harvard men lay no claims to the first position in the coming race, but they want to do well, and above all they desire to defeat Yale, with whom they are on no generous terms of rivalry.

Among those who bet, the odds are given on Harvard against all others, but next after her are quoted Amherst and Cornell, and frequently both of these crews are given the preference over Harvard.

The Harvard Freshmen met with an accident on Saturday which resulted in the complete demolishment of their boat. The ferry-boat Agawam, through gross carelessness, ran into them as they were rowing up the river. None of the crew were hurt, but were it not for the gallant conduct of Mr. Webb, of Yale, Green, of the crew, might have been drowned, an outrigger having caught him as he arose from under the boat. They will row in a shell belonging to the Sophomores.

THE COLUMBIA CREW.

To the Editor of the New-York Times:

The Columbia College crew feel very much gratified at the interest in their success manifested by their New-York friends. In fact, at present our greatest fear is that we shall be overestimated, and that expectations will be formed of us which we will be unable to fulfill. We not only hope, but intend to come in well at the approaching regatta, but we prefer that our disqualifications and want of experience be kept in mind, so that, should victory await us, the pleasure and surprise of our friends would be so much the greater.

A MEMBER OF THE CREW.

SPRINGFIELD, Monday, July 7, 1873.

THE STATEN ISLAND REGATTA.

The sixth annual regatta of the Staten Island Yacht Club takes place to-day, and a good day's sport is anticipated. The entries are as follows:

First Class—Elizabeth, 27 feet keel, owner, Commodore Tynan; Sappho, 32 feet, Garrison; Queen, 28 feet, Jacobus; Mente, 32 feet, Missy; Maude, 26 feet, Egbert; Three Jacks, 24 feet, Fence; Alvit I Green I 26 feet, Ketcltas; Nora, 26 feet, Champlain.

Second Class—Albert, 22 feet, Rudolph; Edith, 21 feet, Chambers; Cygnus, 18 feet, Hall; Unknown, 16 feet, Van Pelt; Pene, 14 feet, and the Pastime.

The new signal will be used for the first time—white ground, with blue border, and red S in the centre. The start will be made at 11 o'clock sharp. The course to be sailed is from a stake-boat off Stapleton Landing to Robbin's Reef buoy, turning on the starbord side; thence to the South-west Spit buoy, turning on the port side; thence back to Robbin's Reef buoy, turning on the port side; and thence returning to the starting point, the stake-boat off Stapleton Landing—a distance of twenty-eight miles. The prize for the first class is a handsome silver cup, valued at $200, and for the second class a silver cup valued at $150. The steamer Fort Lee has been chartered by the club to accompany the yachts, to carry the judges and invited guests, and there will be a band of music and refreshments on board. A number of yachts from the Bayonne and Long Island Clubs are also expected to be present at the race.

THE BOARD OF ESTIMATE.

MOTION TO PUNISH THE MEMBERS FOR CONTEMPT OF COURT.

Patrick McMullen, a clerk of the old Bureau of Elections, instituted proceedings to compel the Board of Estimate to make an appropriation to pay him salary due for service from December 31, 1871, to June, 1872. Judge Larremore, of the Court of Common Pleas, before whom the proceedings were, granted a mandamus directing the board to make such appropriation. The board neglected to act, making return to the Court of several reasons why they thought themselves not bound to act. Upon this return a motion was made for an attachment to punish the members of the board for contempt. In the opinion of Judge Van Brunt, rendered yesterday, on deciding this last motion, he discusses the subject as follows:

It was claimed upon the argument that this return was sufficient, because Judge Larremore had simply decided, upon the application for a mandamus, that it was necessary that the relator should present to the Board of Estimate and Apportionment his claim for them to act upon, before we could take any action to compel its payment; a mandamus should issue to bring the board together, so that the relator's claim might be presented to the board for action, that being a necessary preliminary step to further action upon the part of the relator, and that this was all that it was intended that the board should be compelled to do, in order to fully comply with the requirements of the mandamus, and that the question whether chapter 779 of the laws of 1873 authorized the board to make the appropriation asked for was not passed upon.

Upon an examination of the mandamus itself it will be seen that this cannot have been the decision because the recitals of the mandamus are at variance with it. After reciting the various acts and proceedings upon which the relator has founded his claim, the mandamus recites as follows:

Whereas, Our said relator has applied to the said Board of Apportionment, acting pursuant to the provisions of chapter 95 of the laws of 1872, and to the said Board of Estimate and Apportionment to estimate and apportion the amount required to meet the claims of our said relator as above set forth, with the interest thereon, pursuant to the various laws above set forth, and that the said board have failed and neglected, or refused so to do, as we have been informed by the complaint of Patrick R. McMullen, which we have adjudged to be true, as appears to us of record. Now, therefore, we * * * command you * * * forthwith to meet as a Board of Estimate and Apportionment, and in reconsidering, revising, and redetermining the estimates heretofore made * * * to consider, take action upon, and determine the amount to be estimated and apportioned to meet or provide for the salaries, &c.

It is thus seen that the court has adjudged that the relator's claim has been duly presented to the board, and that the board have failed, neglected, or refused to apportion the amount claimed, consequently there was no necessity that the board should meet in order to give the relator an opportunity to present his claim, because he had already done so. The board having failed, neglected, or refused to make the apportionment, the relator came to the court to compel the board to do so, and this is the application passed upon by Judge Larremore, as appears by the mandamus. A complete answer to such an application would be (if the fact were so) that chapter 779 of the Laws of 1873 did not allow the board to make such an apportionment, and that therefore they had failed, neglected, or refused so to do, and if the respondents failed to raise that question at the time of the return of the alternative writ, they cannot do so now. (The People ex rel. McGowen *vs.* Green.) It is clear from the recitals of this mandamus that the mandamus was not issued simply to bring the board together so that the relator might make a request to the board, as was claimed on the argument upon this return, as the mandamus itself shows that the request had been made and the board had neglected and refused to comply with it, which refusal would have been justified had the board not been authorized to make the apportionment. It seems to me, therefore, from the mandamus itself, that the judgment of the Court was that, as the board had neglected, failed, or refused to make the apportionment, the law requiring them to do so, a mandamus must issue to compel them to do so. The above reasoning applies equally to the second branch of the return. It does not appear that the revision claimed to have been made was made subsequent to the service of the order to show cause, and we must assume that it was made before, and that ground, if well taken, would have been an answer to the application for the mandamus if it must be deemed to have been overruled. The last branch of the return is not good as a pleading and must, therefore, be disregarded. The Supreme Court at General Term held that upon the return to a peremptory writ the only question is, have the respondents complied with the commands of the writ. I have shown that the writ could not have been issued for the purpose stated upon the argument by the respondents, and therefore there has not been a compliance with its requirements. An order to show cause why an attachment should not issue must be granted.

The order to show cause is returnable next Monday.

John H. Strahan, for the motion; Mr. Dean, opposed.

GENERAL SESSIONS.

CRIMINALS SENTENCED BY JUDGE SUTHERLAND YESTERDAY.

In the Court of General Sessions, yesterday, before Judge Sutherland, a lad named Peter Murphy, charged with burglary on the premises of Frank Winter, No. 9 Murray-street, pleaded guilty to petit larceny, and was sent to the House of Refuge. John McGraw, charged with stealing a piece of tarpaulin, the property of Wm. Cochrane, No. 5 State-street, pleaded guilty to petit larceny, and was sent to the Penitentiary for six months. Mary Wallace, indicted for the larceny of $105 from Wm. A. Shaw, No. 193 Third-avenue, pleaded guilty to an attempt, and was sent to State Prison for eighteen months. Margaret Manning, charged with assaulting Mary Ann Dalton, was discharged, the complainant having been herself convicted of petit larceny in Special Sessions. Henry Hayes, charged with burglary on the premises of Catherine Goldstein, No. 358 Seventh-avenue, pleaded guilty to an attempt, and was sent to State Prison for two years and six months. Patrick Hallick, one of the gang, who, on the night of the 10th of May, 1872, broke into the jewelry-store of Charles H. Phelps, No. 100 West Thirty-ninth-street, and on being discovered nearly killed Mr. Phelps, was placed at the bar, having been arrested a short time since. The prisoner pleaded guilty to the charge of burglary, and was sent to State Prison for five years. Thomas Friery, charged with breaking into the apartments of Jane Pfingstag, No. 21 Bayard-street, and stealing therefrom $40 worth of jewelry, pleaded guilty, and was sent to State Prison for three years and six months. Charles F. Bintz, who stole a watch from Marshall D. Gardner, a conductor on the Third-avenue Railroad, pleaded guilty, and was sent to State Prison for two years and six months. George H. Nelson, colored, pleaded guilty to burglary on the premises of Michael Carroll, No. 41 Baxter-street, on the 26th June, and was sent to State Prison for five years. Joseph Miller, charged with an attempted burglary at the jewelry-store of Fernando C. Nelson, One Hundred and Twenty-seventh-street and Third-avenue, on the 17th of June, was found guilty and sent to State Prison for two years and six months. David Bowen, charged with stealing the pawn-ticket of a valuable watch, the property of Richard H. Dobson, pleaded guilty to an attempt, and was sent to State Prison for two years. John Moriarty, charged with stabbing Wm. Hanx, of No. 351 Madison-street, on the head and face, on the 24th of May, was found guilty of assault and battery, and sent to the Penitentiary for eight months.

WIDENING ONE HUNDRED AND TENTH-STREET.

The report of assessments for the opening and widening of One Hundred and Tenth-street, from Eighth-avenue to the new drive, was presented for confirmation before Judge Daniels in Supreme Court, Chambers, yesterday. By this report it appears that the Commissioners have fixed the damages for land taken at $149,709 21; for houses, $29,748; for costs, $9,036 71; total, $188,494. Of this last sum, $123,494 is assessed against property-owners, and a number of the latter having appeared by counsel to interpose objections to the report, the discussion of the matter was postponed until Friday next.

SALE OF A RAILROAD.

Albon P. Man and Christopher Meyer, of this City, trustees of the mortgage bonds of the Central Railroad of Minnesota, formerly called the Minnesota and North-western Railroad, will sell the road, machinery and appurtenances, at auction to-day, the company having failed to pay the interest on its mortgage bonds. The mortgage executed to the trustees in August, 1870, to secure the payment of the bonds and the interest thereon, provides that in case the semi-annual interest was not paid the principal became due and payable, and should this or the interest not be paid, the trustees, at the written request of one-tenth of the bond-holders, are empowered to sell the road, &c., to pay off the principal and interest of the bonds issued. Bonds to the amount of $468,000 were issued, and the interest, due July, 1872, amounting to $16,415, was not paid. The interest since then, together with the principal of the bonds, makes a grand total of $515,935, gold, due, and to discharge which the road is to be sold.

ORDER AGAINST THE CONTROLLER.

In the Supreme Court, yesterday, Judge Daniels granted a conditional order to show cause why a mandamus should not issue to-day against Controller Green. The application was made by counsel on behalf of Joseph A. Monheimer, a Supervisor, who claimed $333 33 salary for the months of May and June of the present year. Mr. Judson Jarvis, Clerk of Arrests, deputed Deputy Curry to serve the order on Mr. Green. On proceeding to the office Deputy Curry was met by Mr. Charles S. Spencer, who, acting for the Controller, and evidently expecting a document of a more peremptory character, told Curry that Mr. Green would give a check for the amount of the claim. The deputy explained the object of his visit and the nature of the document which he wished to hand Mr. Green. The Controller was then informed of the matter, and received Curry in his office, where service of the order was effected.

THE DOCK COMMISSIONERS.

GEN. CHARLES K. GRAHAM APPOINTED CHIEF ENGINEER.

At a meeting of the Dock Commissioners yesterday afternoon, Gen. Charles K. Graham was appointed Chief Engineer of the department, in the place of Gen. George B. McClellan, resigned. Gen. Graham is the son of David Graham, an eminent lawyer, who emigrated to this country from Ireland in 1806, and who, throughout his residence in this City, was one of the most able counselors of the period. He was the contemporary of Jones, Emott, and Chancellor Kent. Charles Graham was born in 1824, and, after receiving a liberal education, entered the United States Navy as midshipman. Soon after his enrollment on the books of the Navy Department the Mexican war broke out, and the vessel to which he was attached was ordered to the Gulf of Mexico to take part in the war. During the contest young Graham had ample opportunity of witnessing great engineering feats, and during the latter part of the struggle he devoted himself assiduously to the study of engineering science. At the close of the war he returned to this City, and after a few years of close study under the best engineers of the country commenced private practice. After being in business for himself twelve years he was appointed Constructing Engineer of the Brooklyn Navy-yard; and it was under his supervision that the landing "ways" and the dry dock were constructed. He had held this position for four years when the war broke out. Immediately after the firing on Fort Sumter he announced his intention to volunteer to defend the United States Government. Over 400 of the men in his employ at the navy-yard, on hearing of his resolution immediately determined to follow his example, the result of which was that the "Excelsior Guard" was organized, and Chas. K. Graham was elected Major. Throughout the early part of the struggle Major Graham and his volunteers were actively engaged. At Gettysburg, Major (then Col.) Graham was seriously wounded, and was carried off the field for dead. Happily, however, his wounds were not so serious as had been anticipated. He soon recovered, and immediately afterward again offered his services to the Government. Secretary Stanton ordered him to report at Gen. Butler's headquarters. On reporting to Butler he was immediately placed in command of a flotilla of gun-boats, and instructed to proceed down the James River to Bermuda Hundreds, and to hold that station until the navy came up. This he did, and was afterward present at several other engagements, besides giving valuable aid to both the army and naval forces in different sections of the country. At the close of the war he had attained the rank of Brigadier General, and Brevet Major General of Volunteers. Soon after the surrender of Lee to the Union forces, he returned to this City and resumed his private practice. He was the engineer of the Broadway Pavement Company, of the Beach Pneumatic Transit Company, as well as being connected with many surveys and improvements for the Board of Public Works and the Commissioners of Public Parks. It may be stated that Mr. Graham is the brother of Mr. John Graham, the well-known criminal lawyer, and of Mr. David Graham, another eminent lawyer of this City.

IMPORTANT TO BROKERS.

A HEAVY SUIT FOR COMMISSION AGAINST A RAILROAD COMPANY.

A motion was made before Judge Daniels, in Supreme Court, Chambers, on behalf of Joseph Seligman, a Wall-street broker, to restrain the North and South Alabama Railroad Company from canceling a mortgage made by the latter. It appeared by the papers on which the motion was based that, in the year 1870, the railroad company employed plaintiff as its agent to sell $4,000,000 of its bonds, receiving an advance of $250,000, and procuring an extension of $150,000 more from plaintiff, the latter to have three and three-quarter per cent. commission on the whole $4,000,000, and none of the bonds to be parted with by the company except with plaintiff's consent. Of the whole amount of bonds about $1,800,000 were pledged or sold, but not all of this amount through the agency of plaintiff. Subsequently an arrangement was entered into between the defendant and the Louisville and Nashville Railroad Company, whereby G. V. Alexander & Co. became the agents for both; and, about the same time, the President of the Alabama Company gave plaintiff three checks in payment of brokerage on $1,800,000, but which checks were never paid. The unsold and unpledged bonds were turned over to Alexander & Co., who redeemed all of them, except about $407,000. It is now proposed to issue new first mortgage bonds, protecting the rights of outstanding bondholders, and cancel all former bonds now in the hands of the company as a basis for the new bonds.

Plaintiff, claiming a right to his brokerage on the whole $4,000,000, commenced a suit sometime since in the Court of Common Pleas to recover it. The present proceeding is one in equity to restrain the destruction or canceling of the old bonds, on which plaintiff claims a lien for his brokerage.

The suit is opposed on behalf of defendant on the ground that the bargain was in its inception inequitable, giving to plaintiff all the benefit, and for which he had not rendered service or earned the amount claimed by him; that even if the contract was valid it gives no lien upon the bonds, and is exclusively the subject of an action at law, and not in equity; that even if plaintiff had an equitable lien on the bonds, he had surrendered it when he accepted the President's checks in payment of his brokerage.

The Judge took the papers, reserving his decision.

Mr. Davidson appeared for plaintiff; Mr. Wheeler H. Peckham for defendant.

THE RYE NECK MURDER.

The examination of Peter Terrill, before Justice Paulding, of White Plains, on a charge of having murdered Gilbert H. Robinson, jeweler, at Rye Neck, on the night of April 26, 1869, was to have been resumed yesterday, but on opening the Court, E. R. Ferris, Esq., who is conducting the case on the part of the people, stated that the prosecution rested; whereupon J. C. Dykeman, Esq., counsel for the prisoner, moved for the discharge of his client, on the ground that there was no proof before the Court that the prisoner had committed the crime charged, and that there was no cause for charging the prisoner with the commission thereof. Mr. Dykeman then remarked that it must have required considerable bravery in a man to go to a woman of ill-repute and confess to her the commission of such a crime as charged. He also took occasion to complain of the manner in which the case had been conducted on the part of the prosecution, in summoning a large number of witnesses, and then withholding their evidence until the last moment, when they hoped that the prisoner would not have an opportunity of refuting it. Justice Paulding remarked that it was hardly fair that the prosecution should not adduce all their testimony against the prisoner. Mr. Ferris replied that the prisoner's counsel had no just cause for complaint. When the prisoner was brought there on the charge in question, he had the right to waive an examination but he demanded it, and there had been no implied pledge given that the prosecution would give all their available testimony against the prisoner, and there was no law, no rule of testimony, to compel the prosecution to adduce what they had. They had furnished what they had thought sufficient to warrant the Court in holding the prisoner for the action of the Grand Jury. The motion of Mr. Dykeman was denied, and he was directed to proceed with taking testimony for the defense, which he was not prepared to do under the circumstances. The further proceedings were therefore adjourned until Monday morning 14th inst.

BROOKLYN BOARD OF EDUCATION.

A special meeting of the Brooklyn Board of Education was held yesterday afternoon at the rooms of the board, in Red Hook Lane, to reorganize for the ensuing year. Mr. E. J. Whitlock presided, and the members recently appointed to fill vacancies caused by resignation, took their seats. All the old members were present. The annual election resulted in the unanimous choice of the following board of officers: President, E. J. Whitlock; Vice President, James Murphy; Superintendent of Schools, Thomas W. Field; Associate Superintendent, J. W. Buckley; Secretary, G. A. W. Stuart; Assistant Secretary, E. Wilson; Clerks, Henry Dean and L. E. White. The salary of the Superintendent was fixed at $5,000, and of the Assistant Superintendent at $4,000. The contest for these latter positions was extremely close, Mr. Field receiving 33 ballots out of 40. Previous to yesterday's appointments Mr. Buckley was Superintendent, and Mr. Field associate.

LONG ISLAND HIGHWAYMEN.

Yesterday Theodore Grambrier and George Rollins, the two colored men who were arrested at Crow Hill, in the outskirts of Brooklyn, on Monday night, on a charge of assaulting John Dennis, a Jamaica farmer, were brought before Chief Campbell, at Police Head-quarters, and after being interrogated, were transferred to the custody of the Jamaica authorities. The prisoners denied all knowledge of the affair, but the Chief of Police did not regard all their answers as being satisfactory, and a fuller investigation will be made by their present custodians. Dennis remained unconscious until yesterday, when the two men arrested were taken before him, and one identified. His condition is critical, but the chances are in favor of recovery.

THE ERIE ELECTION.

THE TICKET OF THE ENGLISH STOCKHOLDERS ELECTED — REPORT FROM PRESIDENT WATSON.

The annual election for Directors of the Erie Railway Company was held at the Grand Opera-house yesterday. The polls opened at 10 o'clock A. M., and closed at 2 P. M. Charles Day, Abram S. Hewitt, and J. H. Fay acted as tellers. The greater part of the stock seems to be held in England, as the proxies cast were mostly those sent over by James McHenry, who, it appears, controls more than half of the entire capital stock of the company. S. L. M. Barlow had the casting of these proxies, and the number which he presented amounted to 414,473 shares, representing at the par value of the stock, $41,447,500. There was no opposition to the ticket which the English stockholders presented, although there were several changes in the names, resulting from various circumstances. Charles Day, one of the old directors, sent in his resignation, requesting as a special favor that he should not be re-elected, as he was about to visit Europe, and would be absent for nearly two years. It was decided, in view of this fact, to use another name. The following was the ticket elected:

Directors, 1873–'74—Samuel D. Babcock, George H. Brown, Hermann R. Baltzer, Samuel L. M. Barlow, W. Butler Duncan, Giles Hotchkiss, Wm. T. Hart, Adrien Iselin, John Taylor Johnston, Henry L. Lansing, Edwin D. Morgan, Cortlandt Parker, Homer Ramsdell, Lucius Robinson, Frederick Schuchardt, Wm. W. Shippen, Peter H. Watson.

Some of them are new directors, viz.: George H. Brown, President of the New York, Boston and Montreal Railroad, and one of the firm of the Brown Bros.; Hermann R. Baltzer, of England; Giles Hotchkiss, Treasurer of the Atlantic and Great Western; William T. Hart, Adrien Iselin, a Swiss banker; Cortlandt Parker, and Lucius Robinson.

The following are the seven directors who were not re-elected: John A. Dix, J. V. L. Pruyn, John J. Cisco, Gen. A. S. Diven, J. Talbot Olyphant, Charles Day, and William R. Travers.

After the closing of the polls and the statement of the result, it was announced that the election of officers for the ensuing year would take place on Thursday next at a meeting of the newly-elected directors. The following report was presented from President P. H. Watson:

GENERAL OFFICE OF THE ERIE RAILWAY COMPANY, NEW-YORK, July 8, 1873.

To the Stockholders of the Erie Railway Company:

The general law of this State requires that a report shall be annually made for the year ending Sept. 30, but the recent change in the time for the holding the elections of this company from October to July would seem to make it proper that a partial report of the operations of the company to this time should now be presented, but this report is, from necessity, far from complete, even for the current six months, as the returns for the month of May last do not reach us until June. In the course of the next few weeks a complete report of all operations to the 1st of July can be made, and it is intended that such a report shall then be made as will show, with precision, the actual condition of this company's affairs for the past six months.

The earnings of this company have continued steadily to increase. For the past half year they have largely exceeded those of any similar period since the completion of the road. The reforms begun in the management of the company's business have diminished the relative expenses in almost every department, and these expenses will be still more largely diminished as the reforms in progress are developed; and when the present plans for a double track and narrow gauge upon the whole line shall be carried into effect there is no reason why the cost of operating this road, in comparison with its gross earnings, should not be as low as upon any of the other great trunk lines. We are rapidly increasing our facilities for business. We have put in, this season, already, twenty miles of sidings, and laid ten miles of second track, and we have increased our coal, postal, and other cars. We are preparing to reduce the heaviest grades upon the line; and, when this is done, taken in connection with the cheapness of fuel—in respect of which the Erie Company possesses very decided advantages over any of its rivals for business in this State—this Company will be able to overcome the disadvantages under which it has suffered in the past, in comparison with other lines originally possessed of better gradients or greater control of local traffic. These advantages, now beginning to be realized, will increase in the future; and the day is not far distant when our proximity to and connection with the anthracite and bituminous coal fields of Pennsylvania and Ohio will far more than counterbalance the advantages heretofore possessed by other lines.

The funded debt of the road has been increased during the year by the addition of $10,000,000 of convertible bonds, of which $8,000,000 have already been sold at par, in currency. The remaining $2,000,000 will probably be placed at the same rate, as soon as they will be needed for our new construction and equipment, now in progress. Assuming all these bonds to be negotiated, the funded debt of the Company will then be as follows:

Reported July 1, 1872	$30,040,140
Convertible bonds	10,000,000
Total	$40,040,140

The stock capital of the Company is unchanged, as reported July, 1872, viz.:

Common Stock	$78,000,000
Preferred Stock	8,536,910
Total	$86,536,910

The floating debt of the Company, as reported July 1, 1872, was $6,483,669 20

The present floating debt is nearly 1,700,000 00

or about equivalent to one month's current receipts, showing a reduction since last July of $4,750,000 and upward.

The grading for the double track is rapidly progressing. Upward of forty miles will be ready for the rails in August, and during the Autumn a further portion of eighty miles will be completed, making in all 120 miles to be constructed this season. During the present season we expect to change the existing gauge of the road from Attica to Painted Post, a distance of 100 miles, and to lay a third rail from Attica to Buffalo, and from painted Post to Waverly, the third rail on the latter being already nearly complete. This will give us a narrow-gauge connection with Philadelphia and the anthracite coal-fields. As rapidly as is consistent with an economical change of our present motive power and rolling stock, it is proposed to narrow the gauge of the whole of the main line and branches.

Not only is this change demanded for the purpose of reducing working expenses, but because we cannot, so long as our gauge is not in conformity with that of our Western, Eastern, and Southern connections, secure a large amount of the traffic now offered to us, if we could receive and transport it without breaking bulk. The motive power and rolling stock of the company is in a more efficient condition than at any previous period, as is also the track, by the increased service which it performs. But the imperative demands of our traffic will require, by the time the narrow-gauge track is extended eastward to Waverly, the immediate addition of 2,000 narrow-gauge cars, and 100 narrow-gauge locomotives, which we are now about to put under contract. In the month of June last, in addition to the annual dividend of seven per centum on the preferred stock, a further dividend of one and three-quarters per centum on the common stock was declared, and afterward paid. The accounts, based upon which this dividend was declared, have already been published, and have, in addition, been most carefully scrutinized by the Legislature of the State. At the time of making this dividend, sundry important items of account had to be estimated, because of the incompleteness of the returns and the backwardness of the book-keeping, but, in every instance, when these estimated items came to be corrected by the actual returns and the completion of the accounts, it was found we had under-estimated the receipts, over-estimated expenses, and, therefore, under-estimated the actual net earnings, and nothing has since occurred to show, or even to raise a doubt, that this dividend was not fully earned, or was not properly declared and paid. On the contrary, it is believed that the system then inaugurated, of carrying the cost, paid from earnings of all additions to the property and equipment of the road, to capital account, taking care, in all cases, to make ample allowance for the necessary expenditures for a full and liberal reparation of the road, its equipment and machinery, in every department, and of then dividing the whole of the actual net earning of the company among its stockholders for the time being, is a policy equally honest and wise, and to the saving of fairly dividing the actual earnings at short intervals, say, semi-annually, among the whole body of stockholders the present board is fully committed upon principle.

As before stated, a full report of all the affairs of the company, including its earnings for the first six months of the present calendar year, is necessarily deferred to about the end of August next. All of which is respectfully submitted,

By order of the board.

PETER H. WATSON, President.

TROUBLE IN PACIFIC MAIL.

A meeting of the directors of Pacific Mail was held at the offices of the company yesterday, when a new cause of trouble presented itself. Mr. Aaron Freeman, of Schenectady, N. Y., for several years back a stockholder in Pacific Mail, demanded that the present board unite with him in a suit against Mr. A. B. Stockwell and the outgoing Board of Directors, to recover the value of securities which he alleges were diverted from their proper use. The matter was referred to the counsel of the company.

A GALLANT RESCUE.

As the ferry-boat Long Island City, plying between Hunter's Point and Thirty-fourth-street, was entering her slip on the New-York side, about 12 o'clock yesterday, the passengers were startled by a cry for help coming from the river, and a lad about fifteen years old was discovered struggling in the water about 500 yards out, where he had been driven by the force of the tide, while bathing. Jas. Fitzsimmons, a fireman employed on the boat, seeing the dangerous position of the boy, stripped off his coat, vest, and shoes, and jumped overboard after him. Finding his progress too much impeded by his pantaloons, he kicked them off in the water, and succeeded in reaching the boy

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—JULY 8.

SALES BEFORE THE CALL—10 A. M.

700 Western Union... 84⅛	200 Union Pacific.... 26¾
500 Pacific Mail..... 36⅝	500 do.... 26⅞
400 do.... 36¾	100 do....b3. 27
100 do....c. 36¾	500 do.... 26⅞
100 Tol. & Wab.... 69⅞	200 do....c. 96⅞
300 do....c. 69⅞	300 do....b3. 27
200 do....s3. 69⅞	300 do.... 27
200 do....b30. 70	100 do....s3. 27⅛
100 N. Y. C. & Hud..103⅞	100 do....s3. 27¼
200 do....c.103⅞	100 do....s3. 27⅛
300 do.... 103¾	100 Rock Island.... 110¼
100 do....s3.103¾	1200 do.... 110½
100 do.... 103½	100 do....c.110⅜
50 do.... 103⅞	100 do.... 110¼
100 do.... 103½	100 do.... 110⅛
300 do.... 103¾	100 do.... 110¼
500 St. Paul.... 51⅛	200 do.... 110⅜
100 do....b3. 52	100 do....s3.110⅝
300 Lake Shore.... 96⅛	100 do....b3.110½
400 do.... 96⅛	100 do....c.110⅜
500 do.... 96	100 do.... 110⅜
400 do....s3. 96	400 Ohio & Miss.... 39½
100 do.... 96	200 do.... 39⅜
100 do....c. 95⅞	100 do....c. 39⅜
300 Han. & St. Jo.... 39¾	500 do.... 39½
100 do.... 39⅞	100 do....c. 39½
200 do.... 40	400 do.... 39⅝
100 North-western.... 71	100 C., C. & I. C.... 28¾

GOVERNMENT STOCKS—10:15 A. M.

$10,000 U. S. 5-20s, R., '62....116½	$10,000 U. S. 5-20 C., '67....115½
25,000 U. S. 5-20 C., '62....b.c.117⅛	55,000 U. S. 5-20 C., '67....s3.117¾
28,000 U. S. 5-20 C., '62....118½	25,000 U. S. 5s, C., '81..114⅝
10,000 U. S. 5-20 C., '65, new....116⅞	20,000 do....s3.114½
	25,000 U. S. 6s, Cur..114½

FIRST BOARD—10:30 A. M.

$5,000 Tenn. 6s, old.. 80½	100 Erie Railway.b.c. 62¼
7,000 N. Y. St. 7s, B. B. 105	200 do.... 62⅛
1,000 Chi. B. & Q. 8s, x int....110	300 do.... 61⅞
	300 do.... 61¾
10,000 Mich. C. 7s.... 98½	7 Mich. Central.... 91
2,000 Cen. P. G. Bs..100¼	200 Lake Shore..b.c. 96⅛
3,000 W. Pac. G. Bs, x int.... 92¼	600 do.... 96¼
	400 do....c. 96¼
5,000 U. Pac. 10s, in. 59¼	200 do....b3. 96¼
6,000 do.... 59½	300 do.... 96⅛
1,000 Ill. Cent. bs...103	200 do....s3. 96⅛
1,000 Chicago & N. I. 101	500 U. Pacific....b.c. 27¼
1,000 H. & St. Jo. 8s, c. 89	200 do.... 27⅛
3,000 Gt. W. 1st, '88. 97¼	100 do.... 27
4,000 C. & R. I. & Pa. 7s. 102	900 do.... 27⅛
1,000 Mos. & Es. 7s. 109	700 do.... 27¼
1,000 C. & Pitts 4th. 85	100 do.... 27½
1,000 N. J. Cen. 1st. 107¼	300 do....s3. 27
1,000 Jol. & Chi. 1st. 101	800 do.... 27
1,000 C., C. & I. C. 1st. 88¾	200 do....b5. 27⅛
10,000 C., C. & I. C. 2d 71½	200 do.... 27
2,000 C. & Mil. 1st.. 93	400 C. & Pitts. Guar.. 87¼
5,000 T., P. & War., B. Div.... 83⅞	137 do. bet. call. 87¼
	1000 do.... 87⅛
1,000 B., C. R. & M. 1st. 88½	14 do.... 87⅜
1,000 C. & N. C. S. F. 92¼	300 Chi. & N. W..b.c. 71
1,000 Pa. R. of Mo. 2d. 75	500 do.... 70½
500 C. & N. W. S. F., small.... 95½	200 do....b10. 70⅛
	100 do.... 70⅛
5,000 U. Pacific 1st. 81	5 N. J. Central....101½
100 W. U. Tel. b. c. b3. 84⅞	100 Chi. & R. I...b.c.110½
400 do.... 84⅞	100 do....s3.110⅜
200 do....s6. 84¾	400 do....c.110½
200 do....b3. 84⅞	500 do.... 110½
100 do.... 84⅞	500 do.... 110⅝
500 do.... 85	100 do....s3.110⅝
100 do.... 85⅛	300 do.... 110⅜
2100 do....s3. 85⅛	200 do....s3.110½
200 do.... 85¼	1200 do.... 110½
1000 do.... 85⅜	300 do....b3.110½
200 do....b3. 85⅜	100 do....b3.110⅝
300 do....s3. 85⅜	100 do.... 110⅝
100 do....s3. 85¼	200 do....b3.110¾
100 do....b3. 85¼	300 do.... 110¾
200 do....b30. 85¼	200 Mil. & St. P. b. c. b3. 52
200 do.... 85⅛	100 do.... 52⅛
300 do....s3. 85⅛	400 do.... 52¼
200 do....c. 85	200 do.... 52⅛
200 do.... 85⅛	100 do....b3. 52¼
100 Pac. M. S. S. Co.. 36⅝	100 do.... 52⅛
300 do. bet. call. 36¾	100 Mil. & St. P. Pf. b. c. 72⅞
700 do.... 37	100 Tol., W. & W. b. c. 70
300 do.... 37¼	300 do....s3. 70
100 do.... 37⅛	700 do.... 70⅛
100 do....s3. 37¼	800 do.... 70¼
100 do.... 37⅛	100 do....b3. 70¼
200 do.... 37⅛	1100 do.... 70⅛
300 do.... 37⅛	500 do.... 70⅜
400 do.... 37⅛	100 do....b3. 70⅜
600 do.... 37⅛	300 do.... 70⅜
600 do.... 37⅛	200 do.... 70¼
400 do.... 37⅛	700 do.... 70⅜
200 do....s3. 37¼	100 do.... 70⅜
300 do.... 37¼	200 do....b30. 70½
200 do.... 37⅛	200 do.... 70½
100 do.... 37⅛	100 do....b3. 70⅛
400 do.... 37¼	20 Tol., W. & W. Pf. 85
200 do....b3. 37⅛	800 Del., Lack. & W.... 98
600 do.... 37¼	151 do. bet. call. 98
100 do.... 37¼	7 do.... 98
100 do....b3. 37⅛	45 Dub. & S. C..b.c. 54
100 do.... 37½	300 St. Louis & I. M.... 70
100 do.... 37⅜	12 Chi. & Alt. S. b. c. 99
100 do....s3. 37⅛	48 Mor. & Essex. b. c. 91¼
300 do.... 37¼	200 Han. & St. Jo. b. c. 41
100 do.... 37¼	100 do.... 40⅞
400 do.... 37¼	100 H. & St. Jo. Pf. s3. 55
600 do.... 37⅞	200 Pac. R. of Mo. b. c. 39⅞
50 Wells-Fargo Ex.... 76	100 do.... 40
20 American Ex.... 64	100 do.... 40
10 U. S. Ex....b.c. 70½	200 do.... 40½
100 do.... 70½	200 do.... 40¼
5 do.... 69½	300 do.... 40
100 N. Y. C. & H. b. c. b3. 103⅞	600 do.... 40¼
700 do.... 103⅞	100 At. & Pac. Pf. b. c. 20½
400 do....s3. 103⅞	300 Ohio & Miss..b.c. 39⅞
100 do....s3. 104	100 do.... 39¾
100 do.... 104	800 do.... 39½
1000 do.... 104⅛	100 do.... 39⅝
200 do....b30. 104⅛	100 do....b30. 39⅝
200 do....s3. 104	100 do.... 39½
100 do.... 103⅞	200 do....s3. 39⅝
100 do....b3. 104	500 do.... 39½
300 do.... 104	100 do....b3. 39⅝
40 Harlem....b.c. 128	200 do.... 39⅝
200 do.... 126½	100 C., C. & I. C. b. c. b30. 29
100 Panama....b.c. 120½	200 do.... 29
100 do....b3. 111	1400 do.... 29¼

GOVERNMENT STOCKS—12:15 P. M. AND 2:15 P. M.

$10,000 U. S. 5-20, r., '65, n....115½	$1,000 U. S. 6s, '81, r. 117⅛
1,000 U. S. 5-20, c., '65, n....116⅞	5,000 U. S. 5-20, r. '67. 115¾
	5,000 U. S. 5-20, c. '67. 117⅞
	10,000 U. S. 5s, '81, c. 114⅝

SALES BEFORE THE CALL—12:30 P. M.

300 Western Union.... 85⅛	700 North-western.... 70
600 Pacific Mail....s3. 37	700 Rock Island.... 110⅝
100 do.... 37	100 do....c.110⅝
100 N. Y. C. & H..b3. 104	200 do.... 110⅝
100 do.... 103⅞	200 do.... 110½
500 do.... 104	100 do.... 110⅝
100 Erie.... 61⅞	700 do.... 110⅝
100 do.... 61⅝	100 do....b3.110⅝
100 do.... 61½	100 do....b60.111
300 Harlem.... 127	300 do....b3.111
200 do.... 128	400 do.... 111
200 do.... 128	200 St. Paul.... 52¼
500 Lake Shore....s3. 96	100 do.... 52¼
100 do.... 96	100 Toledo & Wabash. 70½
100 do.... 96⅛	100 do.... 70¼
100 Union Pacific.... 27⅛	100 Pitts. Ft. Wayne.. 98¼
400 do....s3. 27⅛	100 Ohio & Miss.... 39¼

SECOND BOARD—1 P. M.

$15,000 Tenn. 6s, new. 80	200 West. Union..b.c. 85¼
2,000 S. C. 6s, n. J&J. 15¼	1100 do.... 85
2,000 Missouri 6s.... 92½	50 Adams Ex....b.c. 95
2,000 U. P. 7s, L. G. 70⅞	200 Panama....b.c. 110½
6,000 C. & N. W., c. 92	100 Union Pacific. b.c. 27¼
11,000 O. & M., con. 91¾	600 do.... 27⅛
2,000 G. W., 1st, '88. 97½	1000 do.... 27¼
5,000 N. J. S., 1st.... 73½	300 do.... 27¼
5 Bank S. of N. Y.. 110	500 C. & P. R. gu'd. b.c. 87¼
50 D. & H. Canal. b. c. 119	100 Chic. & N. W. R.... 70
25 do.... 119¼	100 C. & N. W. R. Pf.... 81½
50 do.... 119	100 C. & R. I. R....b3. 111
200 Md. Coal Co..b.c. 23	400 do.... 111
100 P. Mail S. S. Co.... 37	100 do....b.c. 111⅛
200 do....b.c. 37	700 do.... 111¼
300 do.... 37⅛	100 do....b3. 111⅜
500 do.... 37¼	200 do.... 111⅛
500 do.... 37⅛	100 do.... 111⅛
400 do.... 37	200 do....b3. 111
100 Erie Railway. b.c. 61½	100 do.... 111
300 do.... 61⅝	800 do.... 110⅞
800 do.... 61½	100 do.... 111
1000 do....s30. 60½	100 do....b3. 111
600 do.... 61⅞	900 do.... 111⅛
100 do....s60. 60	100 Mil. & St. P.... b.c. 52⅜
400 do.... 61	100 do....b3. 52½
200 do.... 60⅞	100 do.... 52½
10 do.... 60⅝	300 do.... 52⅝
100 do.... 60⅞	7 N. J. Cent...x div. 101½
200 do.... 61⅛	100 M. & St. Paul Pf.. 73
200 do....s30. 60¼	200 Tol., W. & W.... 70⅜
400 do.... 61	100 do.... 70¼
100 do.... 61⅛	100 do.... 70¼
45 Erie R. Pf....b.c. 71½	300 do.... 70⅜
1300 N. Y. C. & H. b. c. 104	200 B., H. & E. 1st.... 2½
100 do....s3. 104	200 Del., Lack. & W.... 93¼
200 do.... 103⅞	400 do....b.c. 93¼
1300 Harlem R.... 129	500 M. & C., 1st, Pf. b.c. 22
400 do....b.c. 129	100 St. Louis & I. M.... 70
200 do.... 129½	200 At. & Pac. Pf. b.c. 21
200 do.... 129	100 O. & M....b.c. s3. 39½
100 Lake Shore...b.c. 96¼	300 do.... 39½
100 do....b3. 96⅜	200 do.... 39⅝
300 do.... 96⅜	200 do....b3. 39½
100 do.... 96⅞	

TUESDAY, July 8—P. M.

The advices by Cable of easier Money in London, outside the Bank of England, (the quotations being 4@5 ₩ cent., according to the length of the loans,) led to an advance here, on 60 days' Bills on London, to 109¼@109⅜ ₩ cent. The sight rates continued at 110@110¼ ₩ cent. The speculators in Gold endeavored to stiffen the market on the advance in 60 days' Exchange, and sales were made at 115⅜@115½@115⅜@115¼@115½@115⅝ ₩ cent., as against 115⅛ ₩ cent. at the close of the Gold Room yesterday. The market left off, on the reported stiffness in Exchange, at 115½@115⅝ ₩ cent.

The Stock Exchange was higher on the Public Funds, the Coupon classes of which were wanted for Europe as a medium of Exchange. There was a good inquiry, also, for many of the Railway Mortgages; while the Share speculation showed an increased business, at advancing prices, on most of the New-York and Western Roads, and on Telegraph and Pacific Mail. Erie Stock was an exception. It was weak on the London quotation, and the pending result of the Annual Election of Directors to-day, a number of the Board of 1872 declining to serve another term. The transactions in Pacific Mail, at an advance of 1@1½ ₩ cent., were large, and the report is that the Panama Company will probably fall heir to the New-York and Aspinwall line on the Atlantic side, in consideration of advances already made and to be made, by monthly installments, in the next seven or eight months, to complete the payments on the new fleet of iron screw-steamers built and building on the Delaware River. The Panama Stock is advancing on these rumored arrangements, which, if completed, ought to leave the Pacific Mail Corporation free on the Pacific side, with ample facilities for the semi-monthly mail line between China and Japan and San Francisco, to which Congress contributes the liberal subsidy of $1,000,000 per annum. But it is difficult to know what degree of confidence to repose in such rumors, or in the good faith of the new Board of Directors, in reference to any honest effort to rescue the property from financial embarassment, while the suspicion is so wide-spread that the majority mean it no good. There was a large demand for Western Telegraph at 84¾@85@85¼ ₩ cent., and increased orders appeared at the Board to buy Lake Shore, New-York Central, Rock Island, St. Paul, Wabash, Ohios, and Union Pacific. There was a recovery in Missouri Pacific to 40@40¼, and in Hannibal and St. Joseph to 40@41 ₩ cent. for the Common, and 55@55½ ₩ cent. for the Preferred. The Atlantic and Pacific Preferred advanced to 21 ₩ cent. The Michigan Central recovered from 91½@92 to 93@94 ₩ cent., and Harlem advanced to 129@129½ ₩ cent. This last, with Western Telegraph, New-York Central, and Lake Shore, is reckoned among the strong Vanderbilt Stocks since the Commodore accepted the Presidency of the Lake Shore, and they all appear to be going up together. His immediate friends say that he expresses the utmost faith in the great value and advance in price of the Lake Shore property. He has selected a very able lieutenant in the practical direction of affairs on the line of the Road in Mr. Amaza Stone, Jr., of Cleveland, who, with Mr. Stillman Witt and others, built the Eastern end of the Lake Shore line nearly twenty years ago, and realized an immense fortune by the rapid advance in its value. We presume that Mr. Stone has promised Mr. Vanderbilt much more than the use of his name as Managing Director. His active services will also be given to the work.

The closing quotations of the market, as compared with Monday Afternoon, are as follows:

Closing Quotations—JULY 8.

	Monday.	Tuesday.
United States New 5s	114½	114¾
U. S. 5-20s, May and November	118½	118¾
U. S. 5-20s, January and July	117¾	118⅛
American Gold	115⅛	115½
Bills on London, 60 days	109⅛	109⅜
N. Y. Central and Hudson	103⅞	103⅝
Chicago and Rock Island	110¼	110⅝
Pacific Mail	36⅝	37⅛
St. Paul Preferred	72⅝	72⅞
St. Paul Common	51⅞	52¼
Ohio and Mississippi	39⅜	39⅝
Western Union Telegraph	84¾	84¾
Erie	62⅜	61⅛
Union Pacific	26⅝	27¼
Lake Shore	96¼	96
C., C. and Indiana Central	28¾	29⅛
Toledo and Wabash	69¾	70
Harlem	125	129

UNITED STATES TREASURY, July 8, 1873.

Gold receipts	$1,360,550 14
Gold Payments	1,559,218 73
Gold balance	40,035,699 03
Currency receipts	519,120 96
Currency payments	300,106 80
Currency balance	24,988,856 37
Customs	465,000 00

The last prices of the various Public Funds of the United States are as follows:

6 ₩ ct. reg., '81....118	5-20 coup., n. i., '65....117⅜
6 ₩ ct. coup., '81....119½	5-20 reg., '67....116
5-20 reg., '62....117	5-20 coup., '67....118⅛
5-20 coup., '62....117¼	5-20 reg., '68....116
5-20 reg., '64....117	5-20 coup., '68....118
5-20 coup., '64....117¼	10-40 reg....114½
5-20 reg., '65....117	10-40 coup....114⅝
5-20 coup., '65....118¾	5s coup., '81....114¾
5-20 reg., n. i., '65....116	6s Currency....114⅝

Two important Land Grant Mortgages, created about twenty years ago, and to the introduction of which in the New-York and London markets we humbly contributed our recommendation, have been promptly and conscientiously paid off, as far as the Bonds have been presented for redemption, out of the Cash proceeds of the Lands originally mortgaged. The Illinois Central Mortgage was for $17,000,000, due in 1875. Of this large sum $14,000,000 Bonds have been redeemed and canceled, and every effort made to induce the presentation of the remaining $3,000,000, for the prepayment of which ample Cash provision has been made in the Land and Sinking Funds of the Company. The Land Grant Mortgage of the Hannibal and St. Joseph Road, to which our esteemed friend Capt. William H. Swift and his colleagues are Trustees, was originally for $4,000,000. The Cash proceeds of the Lands have been applied to the purchase of the Bonds, at prices ranging from par to 110 ₩ cent., (the limit at which Interest ceases,) to the extent of $3,600,000. And against the remaining $400,000 the Company hold Land Notes, maturing on sales heretofore made, to the amount of $2,600,000, and 95,000 Acres unsold Lands in addition. The surplus to be turned over to the Company after the Mortgage is wholly extinguished will amount to $2,200,000 Land Notes and 95,000 Acres Land, worth $10 per acre.

We apprehend that the market depreciation of the Michigan Central Stock is more serious than is justified by the circumstances attending the suspension of the July Dividend, which was expected to be, as usual, 5 ₩ cent. The trouble was not with the net earnings on the main line, but with the temporary failure of some of the connecting Roads to earn and provide the Interest on their Bonds guaranteed by the Michigan Central Company, and which they have to advance. These Bonds, exclusive of $1,900,000 on the Air Line, 103 miles, Jackson to Niles, amount to $6,145,000. On the whole $8,045,000, the interest is about $563,000. The net earnings on the Roads last year were only $399,000 of the $1,993,609 of the general net earnings. But there is some improvement in the traffic of 1873, and the difficulty—as in the case of the Delaware and Lackawanna last January—will probably be but temporary. It will not be forgotten that the Delaware and Lackawanna Stock went down to 93 ₩ cent. It is now selling at 98 ex 5 ₩ cent. July Dividend.

The Land Grant Bonds of the Union Pacific Company, of the original total of $10,400,000, have been reduced by purchases with the Cash proceeds of lands sold, $1,645,000, leaving $8,755,000 outstanding. Against this sum theo Cmpany hold maturing Land Sales Notes to the amount of $1,568,000, reducing the sum to be otherwise provided for to $7,187,000. The unsold Lands patented to the Company amount to 11,354,000 Acres, which, at an average of 64 cents ₩ acre, would more than liquidate the remainder of the Mortgage.

The State Aid Grant of Texas to the International Road has been affirmed by the highest Courts, and a mandamus issued to compel the State Officers to sign and deliver to the Company the Bonds of the State of Texas to which the Company are entitled.

The *Daily Bulletin* publishes a table of Railroad earnings in June on seventeen lines, including only Erie of the four great trunk lines, showing $9,359,000 as against $7,693,000 in June, 1872, the average increase being over 20 ₩ cent. The same lines since Jan. 1 report $50,563,600 as against $46,340,000 last year.

The Illinois Central Road earned in June $724,982 as against $659,362 in June, 1872.

The North-West Road earned in June $1,292,000 as against $1,070,000 in June, 1872.

The Clinton Fire Insurance Company have declared a Half-Yearly Dividend of *Five ₩ Cent.*, payable on demand.

The Equitable Fire Insurance Company have declared a Half-Yearly Dividend of *Ten ₩ Cent.*, payable on demand.

The Globe Fire Insurance Company have declared a Half-Yearly Dividend of *Five ₩ Cent.*, and an extra Dividend of 2½ ₩ cent., payable on demand.

The week's exports hence of Domestic Produce have been to the currency value of $4,964,510

The earnings of the Central Pacific Railroad Company are as follows: For the month of June, 1873, $1,313,790; for the month of June, 1872, $1,138,272; increase this year over 1872 $175,516. Earnings first six months, 1873, $6,320,787; earnings first six months, 1872, $5,508,616; increase this year over 1872, $812,171.

The earnings of the Toledo, Peoria and Warsaw Railroad in June, 1873, were $114,600 69; same time in 1872, $94,521 90. Increase, $20,078 79.

The following are the returns of estimated weekly earnings of the Erie Railway Company, commencing Nov. 1, 1872:

	1873. Six Days.	1872. Six Days.
For week ending June 30	$419,382	$389,509
Previously reported	11,853,614	11,505,210
Total earnings since Nov. 1	$12,272,996	$11,894,717
Increase for week	29,875	....
Increase for eight months to date	378,279	....

The Globe Fire Insurance Company has declared a semi-annual dividend of *Five (5) ₩ cent.*, and an extra dividend of *Two and one-half (2½) ₩ cent.*, payable on demand.

BANKING AND FINANCIAL.

☞ BANKING-HOUSE OF FISH & HATCH,
No. 5 NASSAU-ST.,
NEW-YORK, July 7, 1873.

We recommend to our friends and customers for investment of surplus capital, or in exchange for Government Bonds—

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold coin in New-York; interest payable Jan. 1 and July 1; coupon and registered. Price **90** and accrued interest.

The Chesapeake and Ohio Railroad is a great East and West Trunk Line, 420 miles in length, extending from Atlantic tide-water at Richmond to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest **Iron, Coal, and Timber** regions in the United States.

It is completed and doing a large, profitable, and rapidly-increasing business.

Its Freight, Traffic, Passenger Travel, and Earnings during the current year will be much larger than has heretofore been anticipated, and they are developing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the **substantial and enduring character of the Road itself, its advantages for economical and profitable operation, and the unquestionable security of the bonds of the Company,** enable us to recommend them with the utmost confidence.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We continue to deal in Government Securities, **Central Pacific, Western Pacific, and Chesapeake and Ohio Six per cent. Bonds,** buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash, make Collections, receive Deposits, on which we allow interest at the rate of 4 per cent., and do a general Banking business.

FISK & HATCH.

TO INVESTORS.

The Northern Pacific Railroad Company having determined to close its 7.30 First Mortgage Gold Loan, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, *the limited remainder of the 7 3-10 loan is now being disposed of* through the usual agencies.

This affords a desirable opportunity to persons wishing to REINVEST JULY INTEREST OR DIVIDENDS.

The Company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri River; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.,
No. 20 Wall-st., New-York.

☞ TEN PER CENT. NEW-ENGLAND INVESTMENT.—First Mortgage Sinking Fund Gold Bonds of the Lamoille Valley, St. Johnsbury, and Essex County Railroads, 117 miles long, from the Connecticut River to Lake Champlain, and forming the Vermont Division of the Portland and Ogdensburg Railroad Trunk Line. Issued in denominations of $100, $500, and $1,000, and absolutely limited to $20,000 per mile, *with a basis of a Cash Capital Stock of $1,200,000 paid in at par.*

Principal due in 1891.

Interest payable in Gold Coin in Boston or New-York, Nov. 1 and May 1.

They yield, at present rates of gold, 8¾ per cent., and held to maturity 10 per cent. per annum, interest.

No security is better than these first-class railroad bonds, based on a large property, as well as on a large and constantly-increasing income.

The building and management of the road is conducted with such economy and integrity as to make the investment very profitable and perfectly safe.

E. & T. FAIRBANKS & CO., St. Johnsbury, Vt.; FAIRBANKS & CO., No. 311 Broadway, New-York; FAIRBANKS, BROWN & Co., No. 2 Milk-st., Boston; Financial Agents.

☞ For sale by Bankers and Brokers generally.

Banking-House of **HENRY CLEWS & CO.,**
No. 32 WALL-ST., NEW-YORK.

Deposit accounts of mercantile firms and individuals received; all facilities and accommodations granted usual with City banks; in addition thereto interest allowed on all daily balances.

Bills of exchange drawn on England, Ireland, Scotland, and the Continent. Travelers' and mercantile credits issued available throughout the world.

EDWARD HAIGHT & CO.,
BANKERS, NO. 9 WALL-ST.
INTEREST ALLOWED ON DEPOSITS.

THE COTTON MARKETS.

NEW-ORLEANS, July 8.—Cotton—Demand light; Ordinary, 12¼c.; Good Ordinary, 15¼c.; Low Middling, 17⅞c.; Middling, 18⅝c.; net receipts, 519 bales; gross, 565 bales; sales, 250 bales; last evening, 200 bales; stock, 46,597 bales.

CHARLESTON, July 8.—Cotton steady; Middling, 18¾c.@19c.; Low Middling, 18¼c.@18½c.; Good Ordinary, 17c.; Ordinary, 14c.@15c.; net receipts, 319 bales; gross, 391 bales; sales, 300 bales; stock, 8,487 bales.

GALVESTON, July 8.—Cotton dull and nominal; Good Ordinary, 15c.@15¼c.; net receipts, 34 bales; exports coastwise, 23 bales; sales, 50 bales; stock, 17,742 bales.

MOBILE, July 8.—Cotton dull; Middling, 18½c.; net receipts, 143 bales; exports coastwise, 150 bales; sales, 200 bales; stock, 18,744 bales.

SAVANNAH, July 8.—Cotton dull and nominal; Middling, 18¼c.; net receipts, 323 bales; sales, 14 bales; stock, 6,677 bales.

MEMPHIS, July 8.—Cotton firmer: good demand; Low Middling, 17¾c.@18c.; receipts, 141 bales; shipments, 1,621 bales; stock, 12,092 bales.

AUGUSTA, July 8.—Cotton quiet; Middling, 18c.@18¼c.; receipts, 88 bales; sales, 139 bales.

FOREIGN MARKETS.

LONDON, July 8—12:30 P. M.—Consols for money, 92⅝@92¾; for the account, 93. United States 5-20 Bonds, 1865s, old, 93¼; 1867s, 93; 10-40s, 90⅝. Erie Railway Shares, 49¼.

2:30 P. M.—Consols for the account, 92⅞@93. Erie Railway Shares, 49.

4 P. M.—The rate of discount on three months' bills in the open market is 1 ₩ cent below the Bank of England rate. The rate for money on Government Securities at the Stock Exchange is 4 ₩ cent., or 2 ₩ cent below the Bank of England rate. The Bank of England bullion has increased £149,000 to-day, on balance.

5 P. M.—United States Bonds, New 5s, 90¾.

FRANKFORT, July 8—12:30 P. M.—United States 5-20 Bonds 96⅞ for the issue of 1862.

5 P. M.—United States 5-20 Bonds 90⅞ for the issue of 1862.

LONDON, July 8.—Tallow, 42s. 6d. ₩ cwt.

Evening—Linseed-oil, £33 15s. ₩ ton. Common Resin, 8s. 9d.@9s. ₩ cwt. Spirits Turpentine, 33s.@33s. 6d. ₩ cwt.

LIVERPOOL, July 8—12:30 P. M.—Cotton—Sales of Cotton shipped from Savannah or Charleston, deliverable July and August, at 8 9-16d. Breadstuffs—The receipts of Wheat for the past three days have been 63,000 quarters, including 48,000 American. The receipts of Corn for the past three days have been 10,000 quarters, all of which were American.

1 P. M.—Cotton—The market is dull and tending downward; Middling Uplands, 8¾d.@8⅞d.; Middling Orleans, 9d.@9⅛d.; sales, 10,000 bales, including 2,000 for speculation and export.

2:30 P. M.—Cotton—Sales of Cotton shipped from Savannah or Charleston, deliverable July, at 8½d. Breadstuffs—The market is dull. Wheat, 11s. 7d.@11s. 9d. ₩ cental for average California White; 10s. 9d.@11s. 6d. for Red Western Spring, and 11s. 10d. for Red Winter. Peas, 37s. ₩ quarter for Canadian.

LIVERPOOL, July 8—5 P. M.—Cotton—Of the sales today 6,000 bales were American. Trade Report—The market for Yarns and Fabrics at Manchester, is quiet and unchanged. Provisions—Cheese, 62s. ₩ cwt. for the best grades of American fine. Produce—Petroleum, 14½d. ₩ gallon for Refined, and 9½d. for Spirits.

Evening—Common Resin, 8s.@8s. 6d. ₩ cwt.

PARIS, July 8.—Rentes, 56f. 47c.

HAVANA, July 7.—Sugar—No. 12 D. S., 11@11¼ reals ₩ arroba. Exchange—Prime Bankers' Bills, on United States 60 days, currency, 28@29 ₩ cent. premium; short sight, 30@31 ₩ cent. premium; on London, 64 ₩ cent. premium. Freights—Per hhd. of Sugar from ports on the north coast (outside ports) to the United States, $7 50@$7 75; ₩ hhd. of Molasses do., $5@$5 25; to Falmouth and orders, loading at Havana, 62s. 6d.@65s.; loading at other ports on the north coast of Cuba, 67s. 6d.@70s.

COMMERCIAL AFFAIRS.

NEW-YORK, Tuesday, June 8, 1873.

The receipts of the principal kinds of produce since our last have been as follows:

Ashes, pkgs	44	Resin, bbls	131
Cotton, bales	2,337	Spts. Turp., bbls	12
Flour, bbls	6,065	Moss, bales	99
Meal, bbls	340	Leather, sides	26,997
Meal, bags	150	Butter, pkgs	3,153
Wheat, bushels	138,740	Cheese, pkgs	12,667
Corn, bushels	156,357	Tallow, pkgs	211
Oats, bushels	123,473	Oil-cake, pkgs	1,380
Rye, bushels	20,201	Pork, pkgs	339
Peas, bushels	600	Cut-meats, pkgs	1,088
Copper, bbls	16	Lard, tcs	1,890
Copper, cks	121	Pea-nuts, bags	193
Eggs, bbls	1,574	Starch, cases	2,600
Beans, bbls	55	Tobacco, hhds	1,217
Hemp, bales	35	Tobacco, pkgs	154
Hides, No.	1,696	Wool, bales	510
Hides, bdls	13	Whisky, bbls	879
Horns, No.	17,369		

The export clearances hence for European ports, as reported at the Merchants' Exchange, Pine-street, were as follows:

By the steamer H. Haarfager, for London—100 boxes Borax, 14 casks Bees-wax, 30 cases Machinery, 6 cases Nails, 1 case Sewing-machines, 69 hhds. Tobacco, 1 case Arms, 678 bbls. Oil, 95 pks. Furs and Skins, 21 boxes Scales, 20 cases Corn, 25 cases Tomatoes, 100 bbls. Pork, 1,649 Hides, 52 bbls. Anthracine, 24,140 bushels Wheat, 24,000 bushels Corn, 278 pks. Tobacco, 94 tcs. Beef, 115 pks. Pork.

By the schooner Sportsman, for Penarth Roads and orders—10,052 bushels Wheat.

By the bark Attila, for Constantinople—9,780 cases Refined Petroleum, 500 cases Spirits Turpentine.

By the bark E. A. Kennedy, for Bremen—4,653 bbls. Crude Petroleum, 79 cases Bromine.

By the bark Northern Queen, for Hamburg—5,342 bbls. Refined Petroleum.

By the bark Hilda, for Stettin—3,929 bbls. Refined Petroleum.

By the brig Clara Jenkins, for Gibraltar—2,409 bbls. Refined Petroleum.

By the ship Protector, for Hamburg—39,111 bushels Wheat.

By the bark Olga, for Hamburg—32,622 bushels Wheat.

BRICKS—There has been a moderate movement reported in this line, with Jersey quoted steady at $6 50@$7 afloat, and $8 50@$9 delivered; North River, $7@$7 50 afloat, and $9@$9 50 delivered; Haverstraw, $8@$9 afloat, and $10@$11 delivered; Pale, $4 50@$5 afloat, and $6 50@$7 delivered; Croton, $14@$17 afloat, and $17@$20 delivered, and Philadelphia, $28@$30 afloat.

COFFEE—Has been generally dull within the revised range of quotations, showing a slight reduction on Rios. Sales have been reported, since our last, of 4,500 bags by the N. H. Knudtzen at 18⅜c. ₩ lb. The week's receipts of Rio and Santos have been 11,765 bags; sales, 15,870 bags; stock in first hands here this morning, 80,285 bags, and at all the distributing ports, 119,140 bags. We quote invoices thus: Rio, 17½c.@17¾c.; fair, 18c.@18¼c.; good, 18½c.@18¾c.; prime, 19c.@19¼c., gold, ₩ lb., 60 and 90 days' credit; Rio, in lots, 17¾c.@19½c., gold; Java, 21c.@23c.; Maracaibo, 18¾c.@20½c.; Laguayra, 19c.@20c.; San Domingo, 17c.@17¼c., gold.

COTTON—Has been quoted as before for early delivery, on a very slow movement, embracing sales of 563 bales, of which 527 bales were taken by spinners and 36 bales by speculators. Ordinary quoted at 14¼c.; Good Ordinary at 18c.; Strict Good Ordinary at 19c.; Low Middling at 20c.; Middling at 21c.; Good Middling at 23c. For forward delivery there has been a very moderate business reported at a reduction of 1-16c.@3-16c. ₩ lb. Sales since our last of 6,000 bales, (of which 2,300 bales last evening and 3,700 bales to-day, with 900 bales more at the calls) closing with July contracts quoted at 20 7-16c.; August, 20¼c.; September, 18⅝c.; October, 17 15-16c.; November, 17¾c.; December, 17⅝c. The receipts at this port to-day were 2,337 bales, including 194 bales from Indianola, 885 bales from Charleston, 379 bales from Savannah, 879 bales per rail. The reported receipts at the shipping ports to-day were 2,453 bales, (exclusive of Norfolk,) and thus far this week 7,496 bales, against 6,840 bales same time last week, and since Sept. 1, 3,504,592 bales, against 2,660,678 bales same time last year.

EGGS—Have been moderately active and quoted at from 18c.@23c. for ordinary to extra choice marks of Western State and near-by stock, with the main call for good to strictly prime stock at from 19c.@21c. ₩ dozen.

FLOUR AND MEAL—A good demand has been noted for State and Western Flour, especially for Superfine, good to fancy shipping extras, and the more desirable grades of trade and family extras, prices of which have been generally quoted firmer, with less eagerness on the part of holders to realize. Sales have been reported since our last of 17,400 bbls., all told, including No. 2, at $3@$4, chiefly at $3 50@$4; very inferior to very fancy Superfine State and Western at $4 65@$5 35, chiefly at $5@$5 15; inferior to good Extra State, $6@$6 50, chiefly at $6 10@$6 25; good to very fancy do., $6 50@$7 25, chiefly at $6 75@$7; very poor to good shipping Extra Western at $5 70@$6 25; very poor to very good shipping brands round-hoop Ohio, $6 10@$6 60 ₩ bbl.

No. 2 Flour ₩ bbl	$3 00@$4 00
Sour Flour	3 25@ 6 25
Superfine State and Western	4 65@ 5 35
Extra State	6 00@ 7 25
Extra City, shipping brands	6 00@ 7 25
Extra Genesee	7 25@ 9 50
Extra Ohio, round-hoop shipping brands	6 10@ 6 60
Extra Western, shipping brands	5 70@ 6 25
Extra Ohio, trade and family brands	6 65@ 9 50
Extra Western, trade and family brands	6 30@ 9 50
Extra St. Louis, ordinary to fancy	6 75@10 25
Extra Minnesota, poor to fancy	6 25@10 50

A fair inquiry prevails for Southern Flour at rather steadier prices. Sales have been reported since our last of 1,150 bbls., in lots, at from $6@$7 25 for ordinary to choice shipping, and $7 25@$10 50 for ordinary to fancy trade and Family Extras; $5 25@$5 85 for very inferior stock ₩ bbl. The bulk of the dealings were at prices within the range of $8@$9 50 ₩ bbl.... California Flour has been inactive, with fair to very fancy Extra quoted nominal at $7 75@$9 50; Oregon Flour at $9@$9 50 ₩ bbl....Rye Flour has been in very good demand at $4@$5 30 for inferior to fancy Superfine; sales, 925 bbls., chiefly Superfine grades, at $4 90@$5 25 ₩ bbl....Corn-meal has been in moderate request at from $3 15@$3 35 for inferior to fancy Yellow Western, chiefly at $3 25@$3 35; $2 65@$3 15 for White do.; $3 25@$3 35 for Jersey; $3 30@$3 35 for Caloric; and $3 60@$3 65 for Brandywine. The reported sales have been 650 bbls....Bag-meal continues quiet at from $1@$1 10 for coarse; $1 20@$1 28 for Yellow, and $1 25@$1 30 for White, ₩ 100 lbs....Oatmeal selling slowly within the range of from $6 66@$8 75 ₩ bbl.

FRUIT—Foreign varieties have been moderately sought after at rather less buoyant prices, with sales reported, since our last, of 2,000 boxes Layer Raisins at $1 95; 800 boxes loose Muscatel do. at $2 30@$2 40; 200 bbls. Currants at 5¾c.; 80 casks Turkey Prunes at 11¾c.; 100 bags Tarragona Almonds at 18½c.; 10 cases English Citron at 37c., and 400 cases Sardines on private terms. We quote: Layer Raisins at $1 95@$1 97½; loose Muscatel do. at $2 25@$2 45 ₩ box; Valencia at 6¼c.@6¾c.; Currants at 5¾c.; Figs at 8c.@12c.; Turkey Prunes at 11¾c.; Almonds at 18c.@33c.; Filberts at 12¼c.@12½c.; Brazil Nuts at 6c.

GRAIN—Spring Wheat has been in rather more confident demand, mostly for export, and with less urgent offering of the better qualities; prices have shown rather more firmness. Winter Wheat has been very quiet, but quoted about steady. Sales have been reported, since our last, of 199,000 bushels at $1 50 for No. 1 Milwaukee Spring, part to arrive; $1 48 for No. 1 Minnesota Spring; $1 42@$1 43, chiefly at $1 42 for No. 2 Milwaukee Spring, closing with $1 42½ bid and $1 43 asked for prime samples; $1 40@$1 41 for No. 2 North-west Spring; $1 35@$1 38 for No. 2 Chicago Spring; $1 28@$1 33 for No. 3 Chicago and Milwaukee Spring; $1 35 for choice No. 3 Milwaukee Spring; $1 20@$1 27 for rejected Spring; with Winter Wheat quoted at from $1 60@$1 85 for White, $1 55@$1 65 for Amber, and $1 45@$1 55 for Red Western. Some 500 bushels new crop White Maryland, (the first arrival of the season,) of choice quality, received by Messrs. Buckholder & McCutchen, were purchased by Messrs. Hecker & Bro., at $2 per bushel....For forward delivery there has been a fair inquiry noted but the bids have not been satisfactory to sellers, and negotiations have been progressing rather slowly. Sales were reported of 48,000 bushels No. 2 Milwaukee Spring, first half of August, at $1 42; 24,000 bushels do. last half of do., at $1 41, and 25,000 bushels do., first half of September, at $1 42 ₩ bushel....Corn has been quoted a shade firmer with an active business reported in good part for shipment. Sales have been reported since our last, of 181,000 bushels at 51c.@55c. for poor to prime steamer grades of new Mixed Western, chiefly at 52c.@53c. for average samples; 55c.@57c. for kiln-dried stock, the latter for choice; 56c.@58c. for sailing-vessel grades of new Mixed do.; 57c.@60c. for Yellow Western, and 46c.@49c. for Unsound....Rye quiet, and weaker as to price; 10,000 bushels Western changed hands at 79c.@80c., the latter for part of a boat load. ....Barley neglected and nominal....Barley-malt has been rather more sought after and quoted steadier, with sales reported of 12,000 bushels Canada West at $1 30@$1 35....Oats have been offered more freely, and quoted lower, especially mixed stock, which closed quite heavily. The demand has been moderately active at the current rates. Sales have been reported since our last of 89,000 bushels at 43c.@44½c. for Mixed Western, chiefly at 43¼c.@43½c. for full boat loads; 42½c.@43½c. for Black do.; 49c.@52½c. for White do., mostly at 50c.@51c.; 45c. for Mixed State, and 50c.@52c. for White State....Feed has been in moderate request within the range of $17@$23, chiefly at $18@$20, ₩ ton.

Stocks of Grain in New-York and Brooklyn Warehouses.

	1873. July 7. Bushels.	1873. June 30. Bushels.	1872. July 8. Bushels.
Wheat	268,198	206,935	368,495
Corn	1,158,374	1,061,810	419,354
Oats	562,927	683,828	1,135,071
Barley	8,592	8,593	53,730
Rye	85,462	50,209	236,385
Peas	35,875	35,875	39,069
Malt	220,113	226,143	163,392
Grand total	2,339,543	2,353,393	2,445,406

GUNNY BAGS AND BAGGING—Have been in slack request since our last, with Bags quoted at 14½c.@15c.; Bagging at 10c.@10¼c....Domestic Cloth at 13¾c.@14c. for prompt deliveries. Sales were confined to a small lot of Borneo Cloth at 14c., and 100 rolls Domestic do. at 14c.

HEMP—The main call has been for Jute and Jute Butts at rather steadier prices, with further sales reported of 100 bales low grade Jute at 2¼c., and 1,450 bales Jute Butts part at 1⅞c., currency, 60 days credit. Other kinds quiet. We quote: American at $120@$125 for Undressed, and $175@$225 for Dressed, ₩ ton; Manila, 10½c.; Sisal, 8⅛c.@8¼c., gold; Jute, 2¼c.@4¾c.; Jute Butts, 1¾c., currency, ₩ lb.; North River Flax, 15c.@18c.; Western, 14½c.@16c.; Canadian, 15c.@18c.

METALS—Copper has been dull and rather weak, with sales of 100,000 lbs., in lots, at 28½c. ₩ lb....Iron has been very dull, no important transactions having been reported, while values have been quoted very irregular. We quote: Eglinton Pig at $42; Glengarnock, at $43; No. 1 American Pig at $45@$48; No. 2 do. at $41@$46; Wrought Scrap at $45@$48; English Rails at $65@$68, gold; American Rails, at works, $75@$80. Old Rails $49@$52....Pig-lead has been in limited demand at $6 62½@$6 75, gold, for foreign. ....Spelter has been more active, but less firm at 7½c.@7⅝c., gold; sales, 50 tons....Pig-tin has been in fair request, with Straits quoted at 31¾c.; English at 29¾c.@30c., and Banca at 36c., gold; sales have been reported of 250 slabs Straits on private terms; 100 slabs do., at Boston, to New-York buyers, at 31½c., gold; and 20 tons English, to arrive, at 29¾c., gold....Tin Plates have been quiet within the previous range; sales, 500 boxes Charcoal at $11 25, and 250 boxes Coke, at $10, gold; Charcoal Plates quoted here at $11 12½@$11 50; Charcoal Terne, $10@$10 50; Coke, $9 25@$10; Coke Terne, $8 75@$9, gold, ₩ box....Zinc very dull and nominal.

MOLASSES—Has been decidedly more active, the demand having been mainly for boiling stock, and having been met quite promptly by holders at about late rates. Sales have been reported of equal to 1,750 hhds. Cuba Muscovado at 28c. ₩ gallon; New-Orleans, inferior to fancy, at from 60c.@88c.; Porto Rico at 31½c.@65c.; Cuba at 18c.@36c., at English Islands at 27½c.@42½c., ₩ gallon. Jobbing trade very slow.

NAVAL STORES—Resin has been in less demand, but quoted about steady, with Strained to good Strained quoted at $2 75@$2 95. Sales have been reported of 200 bbls. good Strained at $2 95; 500 bbls. No. 2 at $3 10 ₩ 280 lbs....Tar has been held firmly, though without activity....Spirits Turpentine has been sold to the extent of 500 bbls. at 44c., closing dull at this rate for full lots; 20 bbls. were placed at 44½c. ₩ gallon.

OILS—Crude Whale has been in moderate demand at essentially unchanged prices, with sales reported of 858 bbls. Northern and South Sea, chiefly Northern, for manufacturing, on private terms. Crude Sperm has been quiet at about former rates; 450 bbls. were reported sold for export, and at New-Bedford, 200 bbls. for manufacturing, on private terms. Manufactured Whale and Sperm have been lightly dealt in within the previous range as to values. Linseed in quite moderate request. Lard attracting a fair share of attention; other kinds rather tame; Crude Whale quoted at 58c.@65c.; Bleached Whale at 72c.@74c.; Crude Sperm at $1 40; Unbleached Sperm at $1 62½@$1 65; Bleached at $1 65@$1 70; prime to very choice Lard-oil at 70c.@75c.; Red Oil at 48c.; Saponified do. 50c.@51c.; Linseed-oil, in job lots, at 97c.@99c., in casks and bbls.; Olive-oil at $1 15@$1 25, in casks; Menhaden at 48c.; Crude Cotton-seed at 47½c.; Yellow and White at 54c.@63c., ₩ gallon; Palm-oil at 8¾c.@9½c.

PETROLEUM—Crude, in bulk, has been quiet at 7¾c. for prompt, and 8c. for forward delivery....Refined has been inactive since our last, with early deliveries quoted here at 17⅞c.@18c., and at Philadelphia at 18¾c.; and all July options, there, at 18¼c. Sales have been reported here of 3,000 bbls. at 17⅞c....Refined, in cases, dull at 23c....Naphtha inactive; quoted at 10c.@10½c.

PROVISIONS—Pork has been held much higher, on a restricted offering, but has been quite moderately dealt in. Sales have been reported, for early delivery, of 265 bbls. new Western Mess, in lots, at $17 25@$17 55, chiefly at $17 50@$17 55; 200 bbls. Western Prime Mess at $16 12½; 65 bbls. City do. at $18 25, and 200 bbls. extra Prime at $13 75. For forward delivery, new Western Mess was held above the views of buyers, and no important dealings transpired. July and August options quoted at $17 50, asked....Dressed Hogs have been in more demand, especially light stock, which have been quoted ⅛c.@¼c. ₩ lb. higher. City ranged from 6c.@7½c. for extra heavy to fancy light stock.... Cut-meats have been in moderate demand, at about previous quotations, with sales reported since our last of 150 boxes Dry-salted Shoulders at 7½c.; 500 Smoked Shoulders, in bulk, at 10c.; 1,500 Pickled Shoulders at 9c.; 100 tcs. Western Smoked Hams on private terms; 1,500 Smoked Hams, in bulk, at 15c.; 130 tcs. Pickled Hams at 13½c.@14c.; 300 Pickled Hams at 14c.; 50 boxes Bellies, 11 lbs., at 9⅛c.; 18,000 lbs. Bellies, in bulk, 13 lbs., at 8⅜c.@8½c....Bacon has been quoted about steady, on a moderate trade; sales 100 boxes Short Rib, light weights, on private terms; 20 boxes Western Short Clear at 8¾c.; 250 boxes do., December option, at 8c....Lard has been in more confident demand, and quoted firmer, with sales reported for early delivery of small lots of Western Steam at 8⅞c.@9c., the latter rate for very choice; 100 tcs. new do. at 8⅝c.; 100 tcs. City Steam at 8½c.; 50 tcs. City No. 1 at 8c. And for forward delivery, 1,250 tcs. Western Steam, July options, at 8⅞c.; 1,250 tcs. do., August, at 9 1-16c.; 1,000 tcs., do. September, at 9¼c.; 500 tcs. do., October, at 9⅜c.; and 1,000 tcs. do., November, at 9⅛c....Beef has been moderately inquired for within the range of from $7 75@$10 50 for New Mess; $10 75@$12 50 for New Extra do., ₩ bbl.; sales, 120 bbls.; Tierce Beef quoted at $16 50@$18 50 for prime Mess; $20@$22 for India Mess, and $23@$26 for Extra India Mess; sales, 150 tcs. Beef Hams inactive, within the range of $25@$31 for inferior to choice brands....A moderate inquiry prevails for Butter at steady prices for the better grades, which have been offered with reserve. The poorer qualities have been in fair supply and irregular as to values, on a limited inquiry. We quote at from 23c.@29c. for fair to choice State; 29c.@31c. for fancy lots, and 15c.@21c. for Western; 22c.@25c. for fancy do. ....Cheese has been in fairly active request, chiefly on export account, at firm prices. State Factory, poor to fancy, quoted at from 8c.@13½c., chiefly at 12¾c.@13c. for fine, and 11½c.@12½c. for fair to very good shipping qualities; State Dairy at 6c.@12½c.; Western product at from 9c.@11½c. for ordinary to very choice Factory, ₩ lb.

SUGARS—Raw have been quite active and rather firmer, though not quotably higher, as to price. The demand has been almost wholly for refining stock. Holders have been less urgent in their offerings, especially of desirable goods. Sales have been reported, since our last, of 3,700 hhds. and 410 boxes, including 1,400 hhds. fair to prime refining Cuba at 7⅝c.@8c.; 1,150 hhds. fair refining do. at 7⅝c.; 50 hhds. prime do. at 8c.; 700 hhds. Centrifugal at 8c.@9c.; 117 hhds. do. at 8⅜c.@8⅝c.; 92 hhds. Martinique at 7¼c.@7¾c.; 50 boxes Clayed Havana at 8 9-16c.; 197 hhds. Molasses Sugar at 7⅛c.; 360 boxes do. at 7⅜c. ₩ lb. Fair refining Cuba quoted firm at 7⅝c.; good do., 7⅞c.; prime do., 8c.; No. 12 Box Clayed stock at 8½c.; Centrifugal, Nos. 10 and 13, 8¾c.@9¼c. Refined Sugars have been in better request, with Powdered quoted at 10⅝c.@10¾c.; Crushed at 10⅝c.@10¾c.; Granulated, 10½c.@10⅝c.; A's, 9⅝c.@10⅛c., and Yellows at 8⅛c.@9⅜c.

TALLOW, &c.—Tallow has been in fair demand at firm rates; sales have been reported of equal to 137,000 lbs. at 8¼c.@8½c. for good to prime. Stearine has been more active at steady prices, with sales reported of 380 tcs. at 9c.@9¼c.; and 100,000 lbs. prime, in tierces, at 9¼c.

TOBACCO—Kentucky has been moderately inquired for at about previous prices; 300 hhds. sold at 7c.@14c. ₩ lb. There has been a fair business reported in Seed Leaf at steady rates; sales, since our last, 42 cases, 1872, New-York, and 150 cases, 1872, Pennsylvania, on private terms; 160 cases, 1872, Wisconsin, at 6¼c.; 230 cases, 1871, do., on private terms; 150 cases, 1872, Ohio, at 5¾c.@6¾c.; 100 cases, 1871, Connecticut, at 48c.@55c.; 100 cases, 1870, Sundries, at 8c.@9c. Havana has been in demand at about former quotations, 300 bales were placed, in lots, at 85c.@98c. ₩ lb. Manufactured quiet. We quote:

	Light Grades.	Heavy Grades.
Lugs	7c. @ 8¼c.	7¼c.@ 8½c.
Common to Medium Leaf	8½c.@ 9½c.	9c. @10½c.
Good Leaf	10c. @10½c.	11c. @12c.
Fine Leaf	11c. @12c.	12½c.@13c.
Select Leaf	12½c.@13c.	13½c.@15c.

And 1871 Seed Leaf thus: Connecticut and Massachusetts Fillers, 11c.@14c.; Seconds, 12c.@25c.; Wrappers, 40c.@45c.; Selections, 60c.@75c.; New-York Fillers, 10c.@11c.; Wrappers, 18c.@35c.; Assorted lots, 11c.@14c.; Pennsylvania Fillers, 10c.@14c.; Wrappers, 22c.@60c.; Assorted lots, 18c.@25c.; Ohio Fillers, 6c.@8c.; Wrappers, 18c.@35c.; Assorted lots, 9½c.@12c. And 1872 Seed Leaf as follows: Connecticut Fillers, 8c.@10c.; Connecticut second, 18c.@22c.; Pennsylvania assorted lots, 9c.@20c.; Ohio assorted lots, 5½c.@7½c.; Wisconsin assorted lots, 5¾c.@6½c. Havana Tobacco as follows: 75c.@$1 10, currency. Yara—Assorted, 95c. And Manufactured thus: Black Work, common to medium, 16c.@18c.; good and fine, 20c.@25c.; Bright Work, common, 20c.@25c.; good and fine, 30c.@45c. ₩ lb.

WHISKY—Has been in more demand and quoted firmer, with sales reported of 350 bbls., in lots, at 91½c.@92c. ₩ gallon.

FREIGHTS—Grain room on berth and charter was in fair demand, and held with firmness, with a restricted offering of accommodation. Petroleum tonnage was in good request at very full rates, chiefly for the Baltic. Vessels for Tobacco and Naval Stores were also sought after. There was an active movement reported in Cheese for the Liverpool steamers on a very firm market....For Liverpool, the reported engagements, since our last, have been, by sail, 8,000 bushels Corn at 10d. ₩ bushel; 200 hhds. Kentucky Tobacco at 50s.; 40 hhds. and 60 tcs. Virginia do. at 42s. 6d. and 32s. 6d.; 100 hhds. Tallow at 42s. 6d.; and, by steam, 16,000 bushels Wheat (relet room) at 12½d. ₩ bushel; 29,500 boxes Cheese at 75s.; 100 boxes Bacon at 65s. ₩ ton. Also, a British ship, 696 tons, with Wheat, reported from San Francisco, at 97s. 6d....For London, by sail, 8,000 bushels Wheat, in bulk, on private terms; and, by steam, 56,000 bushels Grain, shipment Aug. 20, at 13d. ₩ bushel....For Glasgow, by steam, 800 bbls. Flour on private terms, and 2,000 boxes Cheese at 75s....For the United Kingdom, or the Continent, a bark, with about 2,800 bbls. Petroleum, from Philadelphia, at 7s. ₩ bbl.; a Norwegian bark, 491 tons, (to arrive,) with Naval Stores, from Wilmington, at 6s. 9d. and 8s. 9d.; and a German bark, 430 tons, reported with general cargo, from Boston, on private terms....For Cork and orders, a Norwegian bark, 352 tons, hence, with about 2,200 quarters Grain at 9s. 3d.; an Austrian brig, 370 tons, with about 2,500 quarters do. at 9s. 3d., or, if to Penarth Roads, at 9s., and, if direct, 3d. off; a British bark, 290 tons, with 1,900 quarters do., and a British brig, 232 tons, with about 1,600 quarters do., both from Philadelphia, (chartered previous to arrival,) on private terms....For the Continent, a Norwegian bark, 541 tons, (to arrive,) hence with about 3,700 bbls. Petroleum, at 7s. 6d. per bbl.... For Havre or Bordeaux, an American ship, 1,163 tons, with Tobacco, from Baltimore, on private terms....For Rotterdam, by steam, 100 hhds. Tallow, at 45s., and 100 bales Tobacco, at 6s....For the Baltic, a Norwegian brig, 345 tons, hence, with about 2,300 bbls. Petroleum, at 8s. 3d. to the German, or 8s 6d. to the Russian Baltic; a British bark, 281 tons, (now at New-Haven,) hence, with about 1,900 bbls do., at 8s. 3d.@8s. 6d.; a Norwegian bark, 437 tons, (to arrive,) hence, with about 2,800 bbls. do. at 8s. 3d.; a German Bark, 420 tons, (to arrive,) and another, 420 tons, (also to arrive,) each with about 2,800 bbls. do., from New-York or Philadelphia, reported at 8s. 1½d. ₩ bbl....For Riga or Dantzic, a British bark, 538 tons, hence, with about 3,500 bbls. Petroleum at 8s. 3d. ₩ bbl....For the Mediterranean, a German bark, 505 tons, (to arrive,) hence, with about 2,900 bbls. Petroleum at equal to full market rates....For Trieste, an American brig, 425 tons, hence, with about 2,800 bbls. Petroleum at 8s. 6d. ₩ bbl....For Odessa, a British schooner, (now at an Eastern port,) hence, with about 13,000 cases Petroleum, on private terms....For Maracaibo and back, an American schooner, 128 tons, reported at about $2,200.

THE STATE OF TRADE.

CHICAGO, July 8.—Flour quiet and unchanged. Wheat in fair demand and higher; No. 1 Spring Hard sold at $1 24; No. 2 Spring closed at $1 15⅝, spot or seller July; $1 13⅞, seller August; No. 3 do., $1 03½@$1 04; Rejected, 86c.@87c. Corn active and higher at 36⅞c.@37c. for No. 2 Mixed, spot or seller July; 38⅞c.@39c., seller August; 39¾c.@40c., seller September; Rejected sold at 33c.@34½c. Oats in fair demand and higher; sales of No. 2 at 29c., cash; 28⅝c.@28¾c., seller August; rejected car lots, 25c.@25¼c.; round lots 25¾c. Rye steady; 60c. bid for No. 2; 60½c.@61c. asked. Barley in fair demand and advanced at 60c. for No. 2 Fall; 42c. for No. 3. Pork in fair demand and higher; nominally $15 90, spot; sales at $16@$16 12½ seller August. Lard quiet and unchanged; nominally $8 05@$8 10. Bulk Meats in good demand; held at ⅛c. higher; sales of Shoulders at 7c.; Short Rib Middles, 8¾c.@8⅞c.; Short Clear Middles, 8⅞c.@9c., spot; August delivery quoted at about ¼c. above spot. Bacon steady and unchanged. Hams in pickle sold at 12½c. for 15 lbs. average. Whisky steady at 88c. Freights in fair demand and lower; Wheat to Buffalo, 6c.; Corn to do., 5c. Receipts—9,000 bbls. Flour, 70,000 bushels Wheat, 84,000 bushels Corn, 52,000 bushels Oats, and 3,000 bushels Rye. Shipments—3,000 bbls. Flour, 31,000 bushels Wheat, 59,000 bushels Corn, and 93,000 bushels Oats.

BUFFALO, N. Y., July 8.—Lake and Rail Imports for the last twenty-four hours—Flour, 9,700 bbls.; Wheat, 67,620 bushels; Corn, 182,014 bushels; Oats, 290,900 bushels; Rye, 17,283 bushels. Canal Shipments—Wheat, 7,634 bushels; Corn, 83,442 bushels; Oats, 100,215 bushels; Rye, 8,000 bushels. Rail Exports—Wheat, 1,749 bushels; Corn, 6,759 bushels; Oats, 4,343 bushels. Canal Freights dull; Wheat, 10½c.; Corn, 9½c.; Oats, 6½c. Flour quiet; Western Spring, $6 75@$7 25; Bakers', $7 28@$8; Amber, $8@$8 50; White, $9@$9 25. Wheat dull and lower for Spring; sales of small lots Milwaukee No. 2 Spring at $1 33; quoted: Duluth No. 1 Spring at $1 40; Milwaukee No. 1 Spring, $1 40; Milwaukee No. 2 Spring, $1 31@$1 33; Chicago No. 2 Spring, $1 30; White Canada, $1 65@$1 70; White Michigan, $1 65@$1 82½. Corn firm; sales of 3,000 bushels choice No. 2 at 45c.; 2,800 bushels No. 2 at 44c. Oats lower; sales of 5,850 bushels No. 2 at 38½c.; 300 bushels No. 2 at 39c. Rye nominal at 73c.@75c. Barley steady; Canada, 95c.@98c.; No. 2 Western, 90c.@95c. Barley-malt firm; Western, $1@$1 10; prime Winter Western, $1 10@$1 15; prime Canada, $1 20@$1 25. Rye-malt held at 95c. Other articles unchanged.

ST. LOUIS, July 8.—Flour firm; only a limited jobbing demand. Wheat firm; no really good on the market; No. 2 Winter Red would command $1 70; No. 3, $1 60. Corn in fair demand and firm; No. 2 Mixed, 36c., cash; 37⅝c. seller August. Oats firmer; No. 2, 27¾c.@28½c. in elevator, 34c.@34½c. sacked. Barley dull and nominal. Rye quiet; No. 2, 60c., at East St. Louis, in elevator. Pork in fair demand and firm at $16 25@$16 50. Dry-salted Meats held very firm and higher; no round lots offering. Bacon stiff; business restricted by the high prices asked; Shoulders, 8¼c.; Clear Rib Sides, 9¾c.@10c.; Clear Sides, 10c.@10¼c.; Shoulders, buyer July, 8¼c.; Clear Sides, seller August, 10c.; Lard dull and nominal. Whisky dull and lower; not salable over 87½c.@88c. Cattle quiet and unchanged. Hogs quiet at $4@$4 25. Receipts—1,700 bbls. Flour, 5,000 bushels Wheat, 19,000 bushels Corn, 10,000 bushels Oats.

BALTIMORE, July 8.—Flour unchanged and dull. Wheat quiet and steady; Choice White, $1 75@$1 80; Fair to Prime do., $1 60@$1 70; Choice Amber, $1 73@$1 77; Good to Prime Red, $1 50@$1 65; Common to Fair do., $1 25@$1 45; Western Red, $1 35@$1 48; do. Amber, $1 55. Corn nominal; no receipts; Southern White, 80c.; do. Yellow, 62c.; Western Mixed, 58½c. Oats active and in good demand; Southern, 50c.@53c.; Western Mixed, 46c.@47c.; do. White, 50c. Rye quiet, steady, and unchanged. Hay unchanged. Provisions firm and stock withdrawn; anticipating higher prices. Mess Pork unchanged. Bulk Meats unchanged. Bacon—Shoulders, 8⅝c.@8¾c.; Rib Sides, 10c.; Clear Rib Sides, 10⅜c.@10½c. Sugar-cured Hams, 14½c.@15½c. Lard dull at 8½c.@8¾c. Western Butter unchanged. Whisky quiet and steady at 93c.

OSWEGO, July 8.—Flour declined 25c. on all grades sales of 2,000 bbls., closing at $7 75 for No. 1 Spring, $8 75 for Amber Winter, $9 75 for White Winter, $10 25 for Double Extra. Wheat in light demand; sales of 10,000 bushels ordinary White Canada at $1 72; 3,000 bushels No. 1 Milwaukee Club at $1 44; 2 cars do. at $1 46. Corn unchanged; sales of 10,200 bushels High Mixed at 53c.; 1,500 bushels at 52c. Oats dull; sales of 3 cars State at 45c.@46c. Canal Freights—Wheat, 7¼c.; Corn and Rye, 6¾c., to New-York. Lumber, $3 25 to the Hudson; $4 25 to New-York. Railroad Freights—Flour to Philadelphia, 60c.; to Boston, 50c.; to New-York, 40c.; to Albany, 36c. Receipts by Lake—13,300 bushels Wheat, 449,000 feet Lumber. Shipments by Canal—1,000 bushels Oats, 1,498,000 feet Lumber.

TOLEDO, July 8.—Flour steady. Wheat dull and lower; sales of Amber Michigan, spot, at $1 47½; seller July, $1 46¾; No. 1 Red, $1 54. Corn a shade higher; sales of High Mixed, spot, at 42¾c.@43c.; seller August, 44½c.; Low Mixed, spot, 41¾c.; seller September, 46c.@46⅜c.; White, 49c.; no grade, 38c.@39c.; damaged, 31½c. Oats steady at 38¾c. for No. 1; 35c. for No. 2; 36c. for Michigan; 31¼c. for rejected. Freights firm and unchanged. Receipts—3,000 bushels Wheat, 6,000 bushels Corn, and 1,000 bushels Oats. Shipments—4,000 bbls. Flour, and 32,000 bushels Corn.

CINCINNATI, July 8.—Flour firm at $6 75@$7. Wheat firm; No. 2 Winter Red, $1 40. Corn dull at 50c. Rye firm at 80c. Oats steady at 34c.@42c. Barley dull and nominal. Butter steady. Provisions firm and active. Pork firm at $16 50@$17. Lard quiet, but firm; Steam offerings light; nominally 8¼c.; Kettle, jobbing sales at 8½c. Bulk Meats strong; sales of Shoulders at 7¼c.; sales at 7½c. buyer August; Clear Rib Sides, 9c.; sales at 9½c. buyer August; Clear Sides held 9¼c. Bacon in good demand; Shoulders scarce at 8¼c.; Clear Rib Sides—sales at 9¾c.@9⅞c., generally held 10c.; Clear Sides held 10c. Whisky firm at 88c.

LOUISVILLE, July 8.—Flour in fair demand and unchanged. Wheat nominal; very little old offering. Corn in good demand and firm at 56c.@58c., sacked. Oats in fair demand at 40c.@42c., sacked. Rye and Barley unchanged. Pork higher at $16 50. Bacon firmer; Shoulders, 8¼c.@8½c.; Clear Rib Sides and Clear Sides, 10¼c.@10½c., packed. Hams—Sugar-cured, 14½c.@15c.; Plain, 13c.@13½c. Bulk Meats firm; Shoulders, 7¼c.; Sides, 9¼c.@9⅜c., loose; ¼c. higher packed. Lard—Tierce, 9c.@9½c.; Kegs, 10c.@10½c.; Steamed, 8¼c.; small orders ⅛c.@¼c. higher.

PHILADELPHIA, July 8.—Petroleum dull; Crude, 12c.; Refined held at 18c., and small business. Flour dull and market favors buyers; Superfine, $3 50@$4 25; Extra at $4 50@$5 25; State Ohio and Indiana Extra Family, $6 75@$8 25. Wheat quiet and steady; Amber, $1 70; Red, $1 60; White, $1 85. Rye—Western, 68c. Corn active; Yellow, 55c.@56c.; White, 61c.; Mixed Western, 54c.@56c. Oats active; White, 44c.@47c.; Mixed, 40c.@43c. Barley and Barley-malt unchanged. Whisky dull at 92½c.

MILWAUKEE, July 8.—Flour quiet and unchanged. Wheat firm and in fair demand at $1 25 for No. 1; $1 18½ for No. 2, cash or seller July; seller August, $1 16½. Oats steady at 28½c. Corn advanced and in fair demand at 36c. for No. 2 Mixed. Rye firm and in fair demand at 62½c. for No. 1. Barley firm and in fair demand at 75c. for No. 2 Spring. Freights—Wheat to Buffalo, 6½c.; to Oswego, 10½c. Receipts—3,000 bbls. Flour, and 113,000 bushels Wheat. Shipments—5,000 bbls. Flour, and 56,000 bushels Wheat.

NEW-ORLEANS, July 8.—Corn—Mixed, 57½c.; White scarce at 63c.@65c. Dry-salted Meats scarce; Shoulders, 8c. Bacon scarce; Shoulders, 9c.; Sides, 10¼c.@10½c. Hams, 15c.@15½c. Other articles unchanged. Exchange—Sterling, 126; New-York Sight, ⅜ premium. Gold, 115.

DETROIT, July 8.—Flour quiet and unchanged. Wheat dull and declining; Extra, $1 84; No. 1 White, $1 73@$1 74; Amber Michigan, $1 46@$1 47. Corn steady at 40c.@42c. Oats in good demand at 38c. Receipts—2,000 bbls. Flour, 2,000 bushels Wheat, 2,000 bushels Corn. Shipments—None.

ALBANY, N. Y., July 8.—Wheat, good local milling demand; sales, 10 cars Canada Treadwell, to arrive, on private terms. Rye dull; nominally 80c. for State. Corn quiet and but little offering; good Western Mixed, 59c.@60c. Oats in request at full prices.

MEMPHIS, July 8.—Flour dull and nominal. Corn, 53c.@55c. Oats dull and declining at 38c. Pork dull and unchanged. Lard quiet and unchanged. Bacon steady; Shoulders, 8c.; Sides, 10⅝c.

LIVE STOCK MARKETS.

BUFFALO, N. Y., July 8.—Cattle—Receipts to-day, including 104 cars reported to arrive, 1,853 head, making the total supply for the week thus far 4,998 head, or 294 cars, against 387 cars for the same time last week; the market opened slow, sellers and buyers standing apart ¼c.; holders asked ¼c. advance on last week's closing prices; some few sales were made at an advance of ⅛c.; but few buyers were in attendance and they held off, feeling the market cautiously; the run of stock was of a superior grade to that of last week, which accounts for the ⅛c. advance; about 60 car-loads of cattle were held over from last week; about 700 head were disposed of; sales, 100 head Illinois Steers ranging from 1,015 lbs. to 1,345 lbs. at $5 12½@$6 12½; 205 head Ohio Steers ranging from 997 lbs. to 1,383 lbs. at $4 87½@$6 25; 43 head Texas Steers ranging from 880 lbs. to 1,031 lbs. at $4 25@$5; 77 head Missouri Steers ranging from 1,085 lbs. to 1,133 lbs. at $5 25 to $5 50. Sheep and Lambs—Receipts to-day, including reported arrivals, 3,800 head, making the total supply for the week thus far 4,800 head, against the same quantity for last week. The market is not yet opened. Hogs—Receipts to-day, including reported arrivals, 600 head, making the total supply for the week thus far 8,700 head, against 13,300 head for the same time last week; the market was flat this morning, and buyers and sellers keep widely apart; there were no sales; sales yesterday, 1,300 head Illinois and Ohio Hogs, ranging from 180 lbs. to 260 lbs., at $4 65@$4 75.

CHICAGO, July 8.—Cattle active; receipts, 2,500; prices firm for shipping grades; good to choice Steers sold at $5 50@$5 90; extra, $6@$6 20, the outside price for a lot averaging 1,480 lbs.; good Butchers' Cows and Steers sold at $4@$5 15; shipments, 1,400. Hogs—Receipts, 6,000; market fairly active, and prices firm, but not quotably higher; sales of fair to good at $4 30@$5 50; choice and extra, $5 55@$5 65; shipments, 7,000. Sheep quiet and steady; only a local trade; sales of fair Shorn at $4@$4 50.

WATERTOWN, Mass., July 8.—Beef Cattle—Receipts, 1,012 head; there was a little better feeling in choice Cattle, and prices were firm; sales choice, $10@$10 25; extra, $9@$9 75; first quality, $8@$8 62; second quality, $6@$7 50; third quality, $5@$5 50. Sheep and Lambs—Receipts, 2,294 head; the market was dull, but the light supply kept the prices from declining; Lambs were firm at last week's figures; sales of Wool Sheep in lots, $3@$4; Extra, $4 50@$7; Spring Lambs, 9c.@11½c. ₩ lb.

LAW REPORTS.

COURT CALENDARS THIS DAY.

SUPREME COURT—CHAMBERS.—Held by Daniels, J.—Court opens at 10 A. M.—Calendar called at 12 M.—38, Bailey vs. Dodge; 143, Fraser vs. Fraser; 53 Bailey vs. Dodge; 62, Iden et al. vs. Wallace; 70, MacGregor vs. Green; 71, Market National Bank vs. Schoonmaker; 108, Morrison et al. vs. Herzog; 135, Roux et al. vs. Dwyer et al.; 136, Kelley et al. vs. McAleer; 137, Brennan vs. Roche; 138, Challis vs. Woodhull et al.; 139, Compton vs. Smith; 140, Green vs. Hasen; 141, Taylor vs. Green; 144, Sedgwick vs. Hughes; 149, Averill vs. Lagrave et al.; 150, Strasburger vs. Fisk; 155, Bank of England vs. Macdonnell; 156, Peter vs. Freedenheil; 157, Broman vs. Newton; 158, Livingstone et al. vs. White et al.; 159, The Manhattan Life Insurance Company vs. Morgan; 162, In the matter, &c., of Bernstein; 163, In the matter, &c. of Poillon; 164, Fowler vs. Wallack; 165, Mitchell vs. Wallack; 166, Hamilton vs. Wallack; 167, Fowler vs. Wallack; 168, Sanford et al. vs. White et al.; 169, Winchell vs. Winchell; 170, Hill vs. Charter Oak Life Insurance Company; 171, Allen vs. Sullivan et al.; 172, Drayton vs. Williams. Call 173, Glogowski vs. Senseger et al.

COURT OF GENERAL SESSIONS.—Held by Sutherland, J.—Thomas Barward, robbery; James Lynn, robbery; Edward Fitzpatrick, robbery; Thomas Pender, robbery; William Martin, rape; Richard Brown, felonious assault and battery; John Morrissey, felonious assault and battery; William Cornwell, felonious assault and battery; John Sharkey, felonious assault and battery; Vincent Blood, felonious assault and battery; William Hennessy, felonious assault and battery; Bridget McNally, burglary; William Kenny, burglary; George Clancy, burglary; William Riley, forgery; John Doran, grand larceny; Catherine Clark, grand larceny; Joseph Dillon, grand larceny; David Carney, receiving stolen goods; William Langton, petit larceny; Charles Dietrel, petit larceny.

DECISIONS—JULY 8.

SUPREME COURT—CHAMBERS.

By Judge Fancher.

The People, &c., Lagrave vs. Brennan, Sheriff; the relator must be discharged from the order of arrest in the civil actions, but remanded to the custody of the Sheriff on the warrant issued on the indictments in the General Sessions against him, with direction to the Sheriff to take the relator before that Court to answer the indictment. (See opinion.)

SUPERIOR COURT—SPECIAL TERM.

By Judge Monell.

Clapp vs. Dunbar; order for judgment for plaintiff.

Scofield vs. Colgan; order substituting undertaking.

Hawkins et al. vs. Keinzie et al.; order reviving mechanics' lien.

Hoteling vs. Buckingham; order denying motion, without prejudice.

By Judge Van Vorst.

Reynolds vs. London, Liverpool and Globe Insurance Company; motion denied.

By Judge Freedman.

Duncan et al. vs. Berlin et al.; upon presentation for an engrossed or printed copy, as required by Rule 7 of the Court, (see rules adopted May 1, 1873,) the case will be marked "settled" and ordered on file.

UNFORGOTTEN CRIMES.

Writing from Simla, on May 26, the correspondent of the *Pall Mall Gazette* says:

"The process of hunting down the mutineers of 1857 still continues. It is a weary business, and some Englishmen are beginning to get rather ashamed of it. No disguise and no furthest recess or jungly nook of Indian territory seems to insure the safety of any man whose hands were stained in that memorable year with English blood. This is doubtless a very proper and salutary feeling, and the slow, inexorable action of the courts has tended to disseminate it more widely than any amount of hasty military slaughter. From time to time the papers announce the capture of a mutineer under apparently impossible circumstances; a brief account of his trial and condemnation to death follows, and after a period his appeal to the High Court, and the commutation of his sentence to transportation for life. Each separate case reverberates throughout the native Press, and the very slowness and judicial calmness of the proceedings affect the native imagination with a sense of unalterable, unappeasable revenge, which never sleeps, and which, sooner or later, is sure not to be baffled. The latest case has been that of Niaz Muhammed Khan, on whom judgment in appeal was given by the High Court of the North-western Provinces last week. The decision, as usual, affirmed the finding of the Court of Sessions who tried the man, and mitigated the sentence from death to transportation for life. The reported proceedings give one rather a contemptible idea of the legal authority of the court, as each of the appellate judges decided on altogether different grounds. But the net result is what every one expected, and tends to perpetuate the salutary idea of the unappeasable, although not altogether implacable, vengeance which pursues each individual ringleader of the mutiny. The man in question had for many years lived a quiet and religious life. He had cut himself off from the world in which he once shone, and taken humble service under a semi-independent native chief. So far as a man can disappear from among living men, he had disappeared. But at the Viceroy's late visit to Bombay the Chief came to pay his respects, and the ci-devant mutineer was in his train. It was the first time he had placed foot in British territory, but it was sufficient for his capture. A private trooper in our service identified him at the Darbar, and he has escaped the gallows only for the more ignominious fate of the Andaman Islands. The Supreme Courts in India have an unconquerable prejudice against giving a traitor the honors of martyrdom."

BLUNDERS OF AN "EXPERT."

"M. Delarue," says the *Pall Mall Gazette*, "who gives himself out as an 'expert' in handwriting, will probably be less positive the next time he is called upon to give evidence as to an identity of signature. Some months ago a wagoner of the name of Tissot was creating a disturbance in the Rue Montmartre, but, though he was in an advanced state of intoxication, he was still equal to the task of explaining that he had a large load of paper, though he could not remember where he had been ordered to take it. Some one in the crowd suggested that it must be for a M. Andréo, in the Passage Saulnier and thither Tissot conveyed it, receiving from the clerk in charge a receipt, which he handed to his employer. A few days afterward the person for whom it was really intended wrote to complain of its non-delivery, and when he repudiated the receipt signed by M. Andréo's employe, Tissot was accused by his master of having forged a receipt and appropriated the goods. It was in vain that he declared he was so intoxicated that he could not remember where he had deposited the paper, and when the expert came forward to swear that his handwriting exactly corresponded with that on the receipt his fate was sealed and he was sentenced to five years' imprisonment for forging and embezzlement. Fortunately for him, M. Andréo, who had been unable to make out how this large quantity of paper came to be deposited in his court-yard, happened to hear of the case, and the mystery was at once cleared up. Tissot was set at liberty, and it is to be hoped that he will not indulge too freely for the future when he has been intrusted with a load of valuable merchandise. But we must also hope that M. Delarue will think twice, and even thrice before he swears to the identity of other people's handwriting. It is said that Maitre Lachaud has a small book in which are recorded the mistakes committed by different experts, and that he finds it very useful when he has to combat the evidence which any one of them may give. If this be the case, M. Delarue will have a bad time of it when he next happens to be cross-examined by the Imperialist advocate."

THE NAME OF THE GERMAN CAPITAL.

The *Globus* publishes a curious article on the various derivations which have been suggested to account for the name of the German capital. According to Süssmilch and Frisch, Berlin is a diminutive of *beere*, (berry;) Frisch also thinks it might be a diminutive of *baer*, which is Low-Dutch for a water-dam. Others hold that Berlin was originally called *Bärlein*, (little bear,) because Albrecht der Bär (the illustrious) founded it in 1140. Bissel says that Berlin is a diminutive of *perle*—a pearl. Karl Braun thinks that the word is Slavonic, and means a ford. Dr. Riecke, on the other hand, believes that it is of Celtic origin, and derived either from *biorlinn*, a ferry, or from *bairlinn*, a dam. Bullet holds that Berlin is a compound of the Celtic *ber*, a curve, and *lin*, a river. According to Mahn, it is derived from the Celtic *paur*, a willow, and *lluyn*, a wood. Victor Jacobi thinks it comes from the Slavonic *pri*, near, and *lin*, a hill. Klödden says Berlin is a Wendish word signifying "an inclosure." Others derive it from the Slavonic *bor*, a wood, and *vola*, a field; others again from *bor*, and *glina*, clay. The *Globus* thinks the best derivation of all is that given in a pamphlet, which has just appeared at Benthen, by Dr. Beyerdorf. This writer argues that Berlin is named after its founder, Berla, as Stettin is named after Stita, Czernin after Czerna, &c. There are several places in Germany called Berlin. Two squares in Halle are called "Great Berlin" and "Little Berlin" respectively; there is a place near Nordheim called Berlin, and there is a Berlin at Frankfort-on-the-Oder; two lakes near Wittstock are known as Great and Little Berlin; a village near Eutin is called Berlin, another in Mackburg Barlin, and a town near Frankfort-on-the-Oder, Berlinchen.

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The New York Times.

NEW-YORK, WEDNESDAY, JULY 9, 1873.

AMUSEMENTS THIS EVENING.

UNION-SQUARE THEATRE.—JANE EYRE—Miss Charlotte Thompson, Mr. D. H. Harkins.

OLYMPIC THEATRE.—CIGARETTE, THE LITTLE LEOPARD OF FRANCE—Miss Amy Stone.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES—Afternoon and evening.

CENTRAL PARK GARDEN.—SUMMER NIGHT'S CONCERT by Theo. Thomas' Orchestra.

METROPOLITAN MUSEUM OF ART—The Di Cesnola collection from Cyprus.

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We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

☞ Advertisements for THE WEEKLY TIMES must be handed in before 10 o'clock this evening.

TO ADVERTISERS.

☞ For the accommodation of up-town residents, advertisements for insertion in THE TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

The wreck of the *City of Washington* was happily unattended with loss of life, and this fact undoubtedly tends to show that the Captain and officers of the ship were all at their posts and ready for duty. This should be sufficient for the present to prevent any attack being made upon them for presumed neglect. It appears that not a single observation had been taken from the time the ship left Queenstown, in consequence of continued fog. The passage must, consequently, have been a very anxious one—although it must be remembered that many a steamer makes the voyage safely under the same circumstances. Dead reckoning is not always a sure thing to run by, but captains are often obliged to trust to it, and seldom make fatal mistakes. Thus far there is nothing known to us concerning the wreck of the *City of Washington* which justifies the belief that either the managers of the line or the officers of the ship are culpably responsible for the disaster. The wreck should induce all the great steam-ship lines to adopt the new southerly route taken by the Cunard Company.

An inquest has been held on one of Mr. VANDERBILT'S victims—Mr. Ross, who was killed on the Vanderbilt road last week, near Fifty-ninth-street. The engineer of the train testified that he was going about twelve miles an hour. Engineers at an inquest are not apt to overrate the speed of the trains which they were driving when anybody happened to be killed. A lady who was near the spot when Mr. Ross was run over testified that the train was going "very fast." The company's servants can swear what they please, and there is very seldom a witness present to contradict them. What is notorious to everybody is, that the railroad is conducted with an outrageous disregard of the public safety and convenience, and that no such nuisance ought to be allowed to exist in the heart of a great city.

The bulletin which is daily issued respecting the illused young gentleman in the Tombs, who is only guilty of the slight indiscretion of shooting his father, conveys some further valuable information respecting him. The world, which has never heard of a case of parricide, will be glad to learn that WALWORTH "looks well, and eats heartily;" also, that he is "entirely unaffected by his position, and is confident of a speedy release." Of course we ought not to place such a slur upon the "Queen City of the Republic" as to keep in jail a young man who only butchered his father, and therefore WALWORTH'S expectation will doubtless be speedily realized. We are told in one of the papers that on Monday WALWORTH was placed in a cell near the quarters of SHARKEY, GILLEN and other convicts. At this "WALWORTH'S friends were very much annoyed." And no wonder. If a poor young man is to be shut up in the same building with convicts, merely because he murdered his own father—as if every son has not a clear right to kill his father or mother at any time!—if, we say, such an outrage as this is to be permitted, then the sooner we cease to call this a free country the better. A suite of rooms ought to have been taken for WALWORTH at the Clarendon or Fifth-avenue Hotel, and carriages and horses provided for his use. We are glad to learn from the *Evening Mail* that a deputation has already waited upon Sheriff BRENNAN, and demanded that WALWORTH should be placed in some cell not in the neighborhood of convicted felons. Quite right. A gentleman who has only indulged in a little amusement at the expense of a half-mad father ought not to be put with low people. Cannot somebody get up a public meeting to protest against the oppression of which poor WALWORTH is the victim?

While the Board of Health works with such energy as it displayed yesterday, it will be impossible for any of the nuisances of the City to become dangerous or to create a panic as to the health of the City. It being true that every part of the Metropolis is not in the best possible sanitary state, it is also true that, as a whole, it was never in better condition to resist disease, and that improvement is constantly taking place. The street-sweepers are being held to a strict performance of duty, the cellars used for human habitation emptied, and great nuisances like the Mott-street "Barracks" abated. In addition to this, Washington Market is at last receiving attention, and it is probable we shall soon have it in a cleanly condition. All these facts being poorly adapted to the purpose of the sensation-mongers, they will be forced to continue drawing upon their imaginations in order to represent the City as excessively filthy and unhealthy.

The morning paper which has been trying to get up a cholera panic in this City seems to despair of success, and to be resolved now to try a new line. Consequently it announced yesterday that the "chicken cholera is raging" horribly in some parts of New-Jersey. This is frightful news, and we must say that a good many chickens which are now placed before the diner-out justify the suspicion that they have died of cholera, having previously been reduced to mere skin and bone by the violence of the disease. But why Asiatic cholera should have suddenly been superseded by chicken cholera in the *World* office is not very obvious. It is hard that nobody will believe that forlorn journal, no matter what it may say. When it declared that TWEED and CONNOLLY were honest men, people only laughed. And now, when it is endeavoring to scare the town about a cholera epidemic, nobody pays the least attention to its prophecies. But then it tells us that Gen. GRANT is directly responsible for the recent duel in New-Orleans; so here we have something substantial to go upon. And yet we cannot blame the Democrats very severely for not putting faith in an "organ" which is quite ready to make affidavit any day that Gen. GRANT has caused a dire disease to break out among the Jersey chickens, and is trying to propagate nettle-rash among all the children at Long Branch. It is a great pity that we have such a monster for President—and to think of submitting to his election three times over! It is enough to give any Democratic editor an attack of chicken cholera.

Improvements which have long been needed in the postal service of the City are said to be decided upon, and if Postmaster JAMES performs only half what he promises, he will earn the public gratitude. It has long been a great evil to business and social intercourse that it was impossible to receive an answer to a City letter on the day of mailing, and this one reform will be sufficient to atone for many defects in the service. It is not so clear that the contemplated changes as to the European mails leaving this port are for the better, and the Post-office Department should not stop at merely changing the supplemental bags from the wharves to the main office. Great inconvenience is suffered from the manner in which our foreign mail service is managed, and radical changes should be made without delay.

THE COMMITTEE OF SEVENTY.

We recently drew attention to the extent to which the Committee of Seventy had become demoralized by office-getting. We present to-day a more detailed statement of the rise and decline of the influence of our central Reform organization. The facts given in another column have been brought together simply with the view of showing under what conditions the Committee of Seventy exercised a salutary control over the municipal politics of New-York, and from what causes it has lost that control. We hold it to be absolutely indispensable to the success of the non-partisan experiment in local affairs that an organization commanding all the respect accorded to the Committee of Seventy in the Fall of 1871, should continue to exist in this City. It has cost us too much labor to get the honest men of all parties united on the platform of "honesty and efficiency before politics" in local government to render it possible for us to regard with anything short of dismay a return to the purely partisan régime under which the City was so grossly plundered. The Committee of Seventy can do a great deal of good by frankly recognizing the fact that it has ceased to command any appreciable following; it can do an infinite deal of harm by clinging to the shadow of power after the substance has departed.

The election of this Fall will be a test of the ability of the Reform element in the City to hold the balance of power. The task, it need hardly be said, will be unusually difficult, and it is time that some thought should be given to the way in which it is to be accomplished. Clearly there must be a central representative body which can command the support and adhesion of honest men of both political parties. As at present constituted, the Committee of Seventy is thoroughly unfitted for any such purpose. So many of its members have either taken office themselves or obtained it for their friends that the criticisms of the Committee on City management have ceased to be independent and its recommendations have ceased to command respect. It ought to be one of the fundamental principles of such a body that none of its members should either directly or indirectly participate in the official patronage whose disposition it is one of their first duties to criticise. If an exceptional occasion should arise on which it is a public duty for a member of such a committee to accept office, either his candidature or his nomination ought to be at once followed by his resignation from the Committee. With a less numerous membership the Committee of Seventy would do its work more rapidly and effectively. After all the office-holders have resigned, let all the candidates for office be requested to follow suit, and then the gentlemen who remain may be trusted to reconstruct the Committee so as to regain for it that public confidence which it does not at present possess.

A serious responsibility will attach to those who, for their personal ends, seek to perpetuate the existence of such drawbacks as prevent the Committee of Seventy from being, in fact, the Reform organization which it is in name. It is simply a betrayal of the cause which that committee was formed to carry out, to keep the present organization standing in the way of the formation of a more aggressive, more independent, and more trustworthy body. It was a mistake to put off the question of reorganizing the committee until September. It is probably too late to remedy this now, but those members of the committee who desire the triumph of reform rather for the City's good than for their own, ought to consider, meanwhile, how the labors of the Seventy are to be taken up and carried forward by an organization fitted to avoid the besetting faults of their predecessors.

DEMOCRACY LOOKING AHEAD.

Not long ago some persons who had become tired of being defeated as Democrats got together in a local convention in Allen County, Ohio, and passed resolutions to the effect that the Republicans must be beaten, but the Democrats and Liberals combined, not being able to accomplish the task, there must be a closer union of all the opponents of the hated Radicals under a new organization. In substance the utterances of this convention, which have been much discussed in the West, and have given rise to what is known as the Allen County movement, meant that the game of deception must be played much more adroitly than it was last year to give the players any hope of winning. Having abandoned their party lines last year without success, it occurred to these Allen County people "that if they were also to cast off their party name they might have some chance."

But this movement has been taken seriously in many quarters as intended to bring about the disbandment of the Democratic Party, and protests without number have been put forth by the old politicians of the Democratic faith. All of these persons are not so blind as not to see that, in a national sense, their party is already disorganized beyond hope; but as it may yet serve them to get State and county offices, and as they would probably have no chance of either in a new organization, they pretend to to ignore an apparent fact. Very few Democrats indulge in dreams of the Presidency, but very many hope to be members of Congress, governors, members of State legislatures, sheriffs, and town constables. Notwithstanding the desperate plight of the party, as a national party, the inducement is strong to retain the party organization as far as possible and to retain the party name. Very few of these people expected to win in the nation by the coalition of last year, but they did expect to carry New-York and gain other local advantages, in which they were signally disappointed. Because of that disappointment the old leaders of the Democratic Party seem determined to adhere in the future strictly to their organization, and make what they can by it. The pretense made by the Allen County movement of opening the door still further has therefore been heartily repudiated.

Senator THURMAN is among those who have spoken most distinctly on this subject. The able Ohio Senator being an acknowledged leader of Democracy, his views are entitled to great weight, and when he condemns the Allen County movement it may be safely assumed that it will find no favor with the masses of the party. This is especially true in Ohio, where no one disputes the supremacy of Mr. THURMAN. It is, therefore, a matter of some interest to find him repudiating this movement and looking ahead, not to the future victories, but to the continued existence of the Democratic Party. Being a prudent and sensible man, he indulges in no prophecies concerning achievements yet to come, but contents himself with declaring that too much stress is laid on the fact that his party has been constantly defeated in national contests for twelve years, and he seeks to draw comfort from the contrary fact that it defeated its enemies for three times twelve years. He is content to abide by the fortunes of the Democratic Party. He is, moreover, of the opinion that the honest policy is the safer one, for he says, "A mere change of name effects nothing, and an attempt by politicians to form a new party, with no higher object than success, never did and never will succeed." If the party friends of the Senator had acted upon this idea when they met in Baltimore a year ago to-day, he and they would not now be engaged in the disagreeable task of keeping a show of vigor in a moribund organization.

These views of Senator THURMAN, taken with many other indications of the drift of sentiment which have lately appeared, make it evident that the tendency of Democracy is to continue its organization for the purposes we have named, without pretense of concealing its name, its history, or what it is pleased to call its principles. Upon what issue it will make another national fight is not yet apparent, but as it had none in the last campaign, it will probably not bother itself to get any. A few lies about prominent Republicans, and much vaunting of its own superior virtue, will serve its purpose as well as anything else. Upon the whole, we are not disposed to complain of the decision at which the Democracy seems to be arriving. It is true they are treating the Liberals rather shabbily, and we cannot imagine what is to become of poor COCHRANE and his omnibus-load of patriots, but we can forgive this cruelty to these political paupers for the sake of having the Democratic Party, as such, finally and forever crushed. While it makes a pretense of being something else, efforts will constantly be made to resurrect it, after its defeats, but if it stands alone, and is beaten again, its most sanguine adherent will consent to leave it undisturbed in the grave.

OUR SAVINGS BANKS.

During the first fifteen days of this month attention is generally directed to our savings banks. Within that time one of the semi-annual dividends is declared, and large deposits are made. It is now, therefore, a favorable time to direct attention to some noteworthy features in the condition and management of these remarkable institutions. Remarkable they are, certainly, in their present enormous proportions, and in the rapidity with which they have grown. The first savings bank in the State of New-York was organized under an act passed in 1819, fifty-four years ago. Half a century since there were but four. A quarter of a century since there were but nineteen. Now there are 150. Of this number seventy-nine, more than one-half, have been organized within the last ten years. During that period, also, the number of depositors has more than doubled, and on the 1st of last January reached the almost incredible figure of 822,642. The sum of the deposits increased between 1864 and 1873 from $93,786,394, to $285,886,621, and the average due each depositor from $234 35, to $346 79, the increase being at the rate of $112 44 to each depositor.

It will be noticed that while the number of depositors has only doubled, the amount of deposits has increased threefold, and the amount due each depositor has increased by one-half. It is difficult to define precisely the causes to which this difference in the rate of growth of the deposits and that of the number of depositors is due. But some of it may plainly be traced to modifications of the original plan of savings banks, tending to attract not only savings in the ordinary sense of the term, but money which would otherwise be more actively employed. If these modifications of policy do not affect the absolute safety of the deposits, there is no reason to regret them. If they are likely to impair the safety of deposits, the sooner they are abandoned the better for all concerned.

Our opinion is that they are open to some extent to this objection. One of the changes to which we refer is the practice of advertising a fixed rate of interest on deposits. This is very common, especially with comparatively new banks. Such advertisements will be found in the daily newspapers almost constantly and are particularly frequent just now. They constitute, in effect, promises on the part of the trustees of the bank to pay the rate designated. In our opinion no such promises ought to be, or with justice can be made. It is the original and well-defined purpose of a savings bank to invest the savings of its depositors in the best and safest possible manner, and to return to them all the profits that are made after providing for expenses, and for a reserve sufficient to meet all probable demands. If the profits thus secured exceed the specific rate advertised, the depositors are entitled to the whole. If the profits fall short of that rate, it impairs the safety of the bank to pay at that rate. One bad effect of the advertisement of specified rates is to confuse the public mind with reference to the objects and proper conduct of savings banks. It tends to encourage the notion that they are private institutions, which take the money of depositors with the understanding that the banks are entitled to make all they can out of it, and that so long as they keep the promise to return the money on demand, or after certain notice agreed upon, they have no other obligation. This notion is a mischievous one. It is likely to make the public indifferent and the managers of savings banks reckless. It is utterly at variance with the real character of the savings bank, which is that of a *trust* institution, having no rights except as such, and with duties rigidly defined. The practice of advertised rates is, therefore, in our judgment, an unwholesome innovation, calculated to introduce some of the uncertainty and some of the venturesomeness of ordinary business into institutions which are in every way extraordinary, and ought to be kept so.

Another practice, not so common, but sufficiently extended to be noticeable, is that of allowing interest at a low rate on deposits payable on demand. This is substantially combining the business of a deposit bank or trust company with that of a savings bank. It is not necessarily injurious, for the demand deposits, or, as they are usually designated, the "special deposits," may be kept absolutely separate, invested by themselves, subjected to distinct risks, and their management forming a well-defined department. But it is very seldom that these precautions are observed, and where they are not the practice is likely to interfere with the conditions of perfect safety in the management of the savings deposits proper.

Special deposits must be so used as to return to the bank the rate of interest promised, the expenses of management, interest on the reserve necessarily maintained to meet current demands, and a profit on the gross amount. This can generally be done by means of such investments as are legally and safely open to savings banks; but on the one hand there is the possibility that it cannot be done, in which case the funds of savings depositors—the bank having no capital—are the only source from which the deficit can be made up; and on the other hand there is a temptation to make investments not absolutely safe, though within legal discretion, in order to avoid any deficit. The general result is that of mingling two things which ought to be kept distinct, one the management of a trust institution of a peculiarly sacred nature, the other the management of a business with a certain proportion of the risks and temptations of business.

DRAMATIC COMPETITION AND TEMPTATIONS.

With the close of the present dramatic season begins busy preparation for the next. While public and actors have a little rest, managers must cast about to see how they are to meet the heavy expenses to which they are pledged, how they are to keep up the reputation they have worked so hard to obtain, and how they are to face competition that promises to be uncommonly abundant and lively. The natural drift of things on Manhattan Island is illustrated by the fact that there will be next season two new theatres on or near Broadway, north of Twentieth-street—one to be managed by Mr. WILLIAM STUART, the other by Mr. AUGUSTIN DALY. But while these important additions are made to the houses appealing for support, there will be no diminution in the number southward. The theatre opposite the New-York Hotel, and lately known as the Fifth-avenue, is to keep on as a "star" establishment, beginning next month with Opera Bouffé and Mlle. AIMEE. Wallack's and the Union Square will both be open, of course, with strong attractions; and Niblo's and the Olympic will as usual offer strong specialties. The Fourteenth-street Theatre, that was to have been Mr. FECHTER'S, will be conducted under another management. A further effort will be made to induce the public to go to the beautiful Grand Opera-house, to hear entertainments appropriate to its name; and there will be Italian Opera on a scale of much brilliancy and expense at the Academy.

All this shows, as we have suggested, that in the field of public amusements, each manager will have next season to contend with powerful opposition. There will be two Italian opera companies instead of one, and there will be three more theatres regularly opened than during last season. Naturally, therefore, the managers may be expected to strain every nerve to win money and laurels, and to take the wind out of the sails of their opponents. New-York increases fast, and the support of the theatres of late years has been liberal. We sincerely hope that all will succeed according to their deserts, and, keeping that measure fairly in view, shall seek to promote such success. What with the competition, and certain temptations which will be heightened by it, and are in general peculiar to the time, the dramatic future promises to be very critical, and suggests some words of caution which the vacation supplies a fitting time to advance. All people who read current novels and listen to current plays know the peculiar temptations to which we allude. The tendencies and sentiments conveyed by such works as "Les Idées de Madame Aubray" and "Diane de Lys," French plays not yet seen on our stage, and "Madelein Morel" and "The New Magdalen," which have had American representation, are sufficiently familiar. A kind of epidemic of this class of work is now raging abroad, and it obviously threatens to rage among ourselves. To minister to the false and pernicious taste that demands and takes pleasure in such work is the especial temptation likely to mislead our competing managers; and against this we would, in good time, earnestly warn both them and their patrons, the public.

When that exceedingly offensive drama, "Madelein Morel," was brought out here during the season just closed, it certainly drew some very good houses—good, that is to say, so far as numbers went. But the sharp reprobation of all the respectable Press, the disgust of the best class of Mr. DALY'S patrons, and the palpable decline in the reputation of his theatre during the run of the play named, must have taught him a lesson which we hope will not have been given in vain. Mr. DALY and his brother managers may depend upon it that the New-York public, or at least that portion of it which has the power to make or mar a theatre aiming to be rated as "first class," is in no mind to favor or tolerate the immoral drama, and that continued efforts to introduce it will surely end in discomfiture and disgrace, if not in financial ruin. Managers here have already gone quite near enough to the "dangerous edge of things" these past few years in the production of meretricious spectacle and feverish immorality, and they will make a bitter mistake if they fancy that apparent apathy on the part of theatre-goers implies approval or condonation. The time may come, if they are not careful, when decent men will quietly forbid their wives and daughters to set foot in the houses where this kind of representation is to be seen. Showy furniture and extravagant dresses may cope for a space with the growing feeling of disgust and condemnation, and the powerful inclination among our citizens to uphold spirit and enterprise in whatever shape may likewise have its temporary counteracting influence. In the end, however, it will be seen that "the devil is an ass," after all, and that a cleanly stage in the long run will prove the most profitable, as well as the most honored one. We trust managers, for their own sakes and that of their audiences, will take betimes a manly and healthy view of this matter, and so avoid that loss of self-respect and that sharp condemnation which a contrary course will assuredly bring upon them.

WRECKING TRAINS.

In another column a record is given of the principal attempts that have been made to wreck trains on the different railroads of this country during the past seven months. The statement is sufficiently startling to attract public attention to a crime which becomes more and more common every year. The unprotected condition of tracks, it was once supposed, would suggest to the Indian mind an easy means for revenging real or fancied wrongs; but no one dreamed that there were white men cowardly enough to anticipate the "children of the forest."

In November, 1872, it appears that as many as six attempts were made to destroy human life by throwing trains from the track of a single railroad—the New-York, New-Haven and Hartford—and that, although ties, logs, and broken rails were placed in position to produce terrible results, the injuries occasioned were scarcely worth speaking of. That they were not, however, was due more to luck than to the watchfulness of the railroad employes. By the merest chance, two persons were arrested, and evidence was found to connect them with the crime referred to. One was a man of mature age, and the other a mere boy. The former, although he had been put off a train for a very proper reason, was so incensed against the conductor that, in order to "get square," he was willing that three or four hundred innocent persons should suffer death. This miscreant has since been tried, found guilty, and sent to the Connecticut State Prison for ten years. The boy, according to his own confession, had placed a log upon the track for the purpose of gratifying a morbid desire to see how much of a crash could be made by "tripping up a train." He was almost as good a little boy as young WALWORTH.

In the case of the attempt to wreck a circus train, between Hudson and Boston, the facts show that those who endeavor to maintain their rights against "gangs," so to speak, carry their lives in their hands. The tentmen of the circus in question, while engaged in keeping order during a performance at Hudson, found it necessary to wound the feelings of a rough, and for that grave offense the "gang" to which the injured man belonged preceded the circus train upon the railroad, and at a distance of three miles from the town deliberately raised a barrier for the purpose of destroying it and killing all on board. Fortunately the design was discovered before the engine reached the barrier. In the report of the occurrence we are told that no arrest was made for the reason that no one cared to take the responsibility. It would be nearer the truth, probably, to say that the circus manager would gladly have had the scoundrels arrested and prosecuted if the task did not necessarily entail much more time and expense than he could afford.

The attempt that was made to wreck a New-York train near Bridgeport, Conn., and frustrated by the perseverance and courage of a man named JOHNSON, is also worthy of special reference in so far as it tends to show the difficulties that lie in the way of convicting persons accused of this crime. JOHNSON was working with all his might to clear the track of the obstructions that had been placed upon it, when two bloodthirsty ruffians approached from behind, and gave him an unmerciful beating. Subsequently, a number of the citizens of Bridgeport scoured the country in order to arrest these fellows. They succeeded in taking two men who answered the description supplied by JOHNSON; but the latter professed, through fear, without doubt, to be unable to identify them. Thus was justice again defeated.

Within the period mentioned there was only one instance in which the object aimed at was attained. It was in the case of a freight train on the Illinois Central Railroad. The engineer and fireman were killed, and their bodies mutilated in a shocking manner. The question now arises, What ought to be done to effectually suppress this particular crime? In Great Britain they guard against track obstructions by a system of mile-men, which might be established with considerable advantage on the short lines of this country, if railroad managers were as eager for the public safety as they are for profit. It is a matter of record that although several attempts had been made in one day to wreck a train on the New-York, New-Haven and Hartford Road, at or near the same point, the managers of the company sent none of their men to keep a watch. Such negligence is unpardonable. In regard to the law for the punishment of persons convicted of this crime, something must be said. At present, we do not know of any State in the Union having a statute making it a very serious offense. In Connecticut, the man BLAKESLEE, who was the only one we have heard of who was convicted within seven months, received a sentence that would be considered too lenient for a highway robber, much less for a man who had made two or three deliberate attempts to murder hundreds of passengers. The fact is, there ought to be a law enacted by the Legislature of every State, imposing a very heavy punishment for every attempt to destroy life by train-wrecking. Until such a law has been passed, and put into force, there can be no safety for travelers on railroads.

THE POOR CHILDREN'S FUND.

We have to-day to acknowledge twenty-three new subscriptions to the Children's Excursion Fund, amounting to $87 25, thus carrying the Fund total up to $6,300 27. Contributors to the Fund continue to express their approbation of the movement. "W. R. M." inclosed $5, and adds:

"I wish I could give more. God bless you for the good you are doing. Would it be convenient for the managers to have me go along on one of the excursions? I wanted to last year, but did not have the time, but if possible I should like to attend one this Summer."

"W. R. M." is cordially invited to join the picnic to be given on Saturday next to the children of the Fifth Ward, who will embark at the foot of Christopher-street.

"Gran'ma and Gran'pa" send subscriptions for themselves and grandchildren "in aid of the Children's Excursion Fund, the noblest, most practical, and far-reaching charity of the period. May God bless the heart which conceived it." A gentleman in sending a contribution in memory of his dead child, writes:

"That God will bless you in your noble work, is my sincere prayer."

The following are the the additional contributions to be acknowledged:

Little Susy, who was but is not	$10 00
S. R. E.	5 00
Eaton & Cole	5 00
N. P.	5 00
Caspar	5 00
Edith	5 00
W. R. M.	5 00
B.	5 00
Charles and Sarah	5 00
J. D. K.	5 00
C. K.	5 00
Everitt Library	5 00
Gran'pa	5 00
Gran'ma	5 00
Lule Lee's savings	3 00
L. F. W.	2 00
The Spirit was willing, but the purse was weak	1 75
Master Willie	1 00
Little Lee	1 00
Little Willie	1 00
Little Katy	1 00
D. F.	1 00
A Friend to children	50
Total	$87 25
Previously recorded	6,213 02
Aggregate of Fund	$6,300 27

The fourth excursion is to take place on Saturday next, when nearly fifteen hundred children from the Fifth Ward will be taken up the Sound to Oriental Grove, on Long Island. The party will be composed almost entirely of boys, whose ages range from four to fourteen years, the next one being intended for the Fifth Ward girls, in order to avoid confusion. So densely populated is this Ward that it is estimated that there are fully 10,000 children living in close, unhealthy tenements, their parents not being able, in some instances, to clothe them decently. Our visitors have made a thorough survey of the Ward, and report some distressing scenes of want and misery. To-day and to-morrow tickets will be distributed under the supervision of Rev. Alvah Wiswall, of St. John's Chapel, when there will be no end of excitement among the boys and girls of that section. Arrangements are also being made to gather in the tenement-house children and street waifs of the Fourth and Sixth Wards, Police Captains Ullman and Kennedy being warmly enlisted in the work. It will thus be seen that the fifth, sixth, and seventh excursions are being prepared for, the dates to be hereafter decided upon.

LONGEVITY AND ITS CAUSES.

In the *Journal des Connaissances Médicales*, Dr. Caffe devotes a long and interesting article to this important subject. He commences by quoting a volume by Dr. Foissac, chief physician to the Maison d'Education de la Légion d'Honneur at St. Denis, who considers activity and industry to be the chief element of health and longevity, a reward and not a punishment. The physical and moral education of society appears to another writer, Dr. Despaulx-Ader, to be intimately connected with sound and useful reading; hence he would recommend the suppression of all novels, feuilletons, and similar publications that poison the public mind, and to the perusal of which he attributes a large part in the degradation of France and the incendiarism which destroyed the monuments of Paris. However desirable this suppression might be, its impossibility forbids our dwelling any further upon it, and we therefore turn to Dr. Caffe's own opinions, which are far more practical and worthy of serious consideration. He thinks that the first problem to be solved in order to restore France to her former prosperity is, how to multiply and encourage family life, as the surest element of conservatism, and that which is best calculated to insure longevity. The immigration of country people into large cities is bad, owing to its tendency to increase the mortality of infants, which is most considerable on the side of illegitimacy. From a careful statistical report drawn up by Dr. Chence, an army physician, it appears that out of 100 bastards only 28 are alive at the age of twenty, while of as many children born in wedlock only 38 die within the same period. M. Thiers is wrong in asserting that manufactures, commerce, and the progress of civilization naturally tend to restrict the increase of population. England and France both have the same proportion of annual mortality, viz.: 238 deaths for every 10,000 inhabitants. But France counts only 266 births, so that its population only increases in the ratio of 38 to 10,000, and therefore doubles the number of its inhabitants in the course of 133 years only, while England, with 354 births, doubles it in 35 years.

LONG BRANCH.

THE RACES — FISH — EARLY RISING — FINE EQUIPAGES — CROWDED HOTELS — PICKPOCKETS.

From our Own Correspondent.

LONG BRANCH, Tuesday, July 8, 1873.

Racing and its prospects furnish the all-important subject of discussion and speculation here now. Even the children playing in the corridors of the hotels, and on the greens before them, have something to say about the horses and their relative merits. Betting is brisk; but not what it would have been had Susan Ann escaped the accident which turfmen who have seen her claim will incapacitate her for work this year, if not forever.

One of the numerous inducements to visit Long Branch has invariably been the belief in the freshness and excellence of the fish served up at the hotels. It is good, without a doubt, but seemed to our credulous minds better before a brief interview with a fisherman yesterday, forever disabused us of the idea that the "finny delicacy" never made a longer trip ashore than that from the beach to the hotel. This worthy man was engaged at his primitive calling on the sands opposite the Ocean House when I met him. Interested in deep-sea fishing, I got into conversation with him on the subject. "You must do an excellent business with the hotels?" said I. "No, Sir; I don't furnish them," said he. "Indeed! Well, whoever does along the beach must find it a very profitable transaction, as most of the guests are so fond of fish fresh from its native waters, that everybody eats it at breakfast and dinner." The man squatted on the sand, pulled off his hat, in the crown of which he coolly deposited a half-used quid of tobacco and, looking askance at me, merely uttered a prolonged "A-a-ah!" "Well, I reckon they're about as badly fooled in fish as they ever were in flesh, when they believe such humbug as that. Why, look-a-here, Sir, I don't believe there is a house of public resort at the Branch that puts fish before its guests less than two days old; for why? because all the fish that's caught here is bespoke by the dealers in the City, and there it goes packed in boxes to come back again to the hotels by the next train, if you like. Sometimes, no doubt, the hotel men get it before it is sent to New York, but if they do, it's after it has been cleaned and packed, which takes no little time. Why, bless your soul! there's a big trade in fish, and there must be a monopoly somewhere. Ye never knew the natives of any place to realise as much as strangers out of its productions. 'Cos why, the strangers are sure to see their value before the natives." So, then, although the fish is good, doubtless, it is not, as it were, out of the boiling sea into the boiling pot on the same day.

Early rising does not seem to find favor with the great majority of the people here. In short it has not become fashionable yet. Only children with their nurses are seen in any numbers out of doors before 7 or 8 A. M. A few old gentlemen and youths, who are due in New-York by noon, saunter on the sea-shore before breakfast to get a stock of healthy oxygen to carry them through the stifling streets till evening. But ladies do not favor early rising or strolls before the morning meal; therefore, they are not fashionable. Sea-bathing has no place among the hygienic practices of this place. The weather is positively cold, and the few hardy individuals who test the surf the morning after their arrival feel so blue after the dip that they do not adventure again. Riding on the shore-road is the principal out-door exercise, and begins after lunch and continues until 11 P. M. The moment the sun sets the sea-breeze springs up, and heavy wraps are needed and worn by ladies in their carriages. Overcoats are in use, too. Some of the equipages to be seen are fine, notably that of Col. C. H. Delavan, whose four-in-hand of spanking blacks, with flowing manes, tails, and elegant harness, have attracted much notice. Thus far modesty has characterized all the equipages here. But now there is a marked tendency to the ornate, and many grand coaches and steeds will be seen here next week.

It is strange what delight mischievous people take in spreading false and great alarms. Somebody took the trouble last night to rumor it all through the hotels that the Inman line steam-ship City of Washington had been wrecked off Barnegat or Sandy Hook, and that many lives had been lost. For a short time there was quite a flutter of excitement, especially among the ladies, who stopped dancing in the parlors of the hotels, until the error was corrected by the Associated Press agent, who posted the particulars of her mishap in the offices of the different houses.

Determined to be early at the track this morning, crowds of people came by the evening boats and trains yesterday, and the hotels were filled up. Pleasure, like adversity, acquaints us with strange bed-fellows, as many of the solitary bachelors found to their intense disgust on applying to the room clerks for accommodations. Everybody that came alone wanted to be alone, and begged for single rooms; in vain, unless they were willing to take a double-bedded apartment at $3 a day. This was the average tariff paid by those who luxuriated in a private apartment. Most people, however, preferred taking chances with an unknown partner at $2 a day. There must have been many very unhappy unions. But up to this time I have not heard of any dire results. There is a detail of New-York detectives down here, who doubtless will find work in looking after the black sheep. By the way, last Thursday evening a large gang of pickpockets, and other light-fingered gentry came down to do a little business; but as the story runs, the hotel-going Judge Dowling, strolling up the road and looking into the hotels with his wife about him, quietly returned to his pals, gave them "the office," and the gang "folded their tents like the Arabs, and stole away in the night." The detectives say there was no sign of them in the morning.

STEAM BOILER TESTING.

MAKING PRELIMINARY ARRANGEMENTS—VISIT TO THE TESTING-GROUND.

The board appointed by President Grant for the purpose of experimenting upon steam boilers, safety-valves, &c., in accordance with an act of the last Congress, which was more fully alluded to in yesterday's TIMES, have begun the preliminary arrangements for their work. Yesterday the board met at the office of Capt. Addison Low, Supervising Inspector of steam-boats for this district, and after an informal discussion, they resolved to proceed down the bay to Sandy Hook to inspect the ground upon which the boiler-testing is to take place. Early in the afternoon Gen. D. D. Smith, Inspector General of Steam-boats, Capt. Low, Mr. John Mushaw, Supervising Inspector of Baltimore, and Mr. Charles W. Copeland, engineer, the gentlemen comprising the board, embarked on the new revenue tug Manhattan at the Battery, and after two hours steaming, arrived at the dock of the Long Branch boats, at Sandy Hook. After rowing across an inlet, near the mouth of the Shrewsbury River, the party reached the deserted spot upon which the boiler experiments of Mr. Stevens were conducted last year. In a space about 100 feet square, surrounded by a very high fence, were the remains of eight boilers, of all sizes and patterns, some of which were sound, and will be experimented upon and exploded by the board. Most of them, however, had been fractured by hydrostatic pressure, or by the explosion of one which had been under process of test. It had exploded with such violence that the fence was blown away, a large steam-boat shaft on the other side of the yard was fractured, and twisted and bent portions of boiler-plate were found scattered as far as a quarter of a mile away. In the experiments of Mr. Stevens, the engineer and workmen, just before the explosions, were in the habit of retreating for shelter to a clump of cedars about 500 yards away, but it is the intention of the Government Board to erect bomb-proofs of sand as near as possible to the boiler to be exploded, so that the observations may be as exact and thorough as will be consistent with safety. The visitors also inspected a dilapidated frame building, which, after it is repaired, will be used for the quarters of the boiler-makers and other workmen who will reside at the Hook during the experiments. The work of preparing for the tests will begin early next week, and a number of boilers, safety-valves, &c., of different makers and patterns, will be conveyed there. The experiments will probably begin in about two weeks, and as at least a dozen boilers are to be tested and exploded, the work will not be finished until about November next. At the same time similar tests will take place at Pittsburg, Penn., under the direction of Gen. Smith, who is about visiting that place to make the necessary arrangements. As all the diverse and conflicting theories of boiler explosions are to be tested, the experiments thus undertaken by the Government will result in securing valuable knowledge as to the proper means to prevent such accidents.

AMUSEMENTS.

We are requested to correct the statement that the season at the Union-square Theatre was intended to close yesterday. The final performance of "Jane Eyre" will occur to-night, when Mr. T. B. Oamun, the author of the play, is to profit by the representation.

MONMOUTH PARK.

THE RACES YESTERDAY.

A FINE DAY AND SEVERAL GOOD CONTESTS—THE MONMOUTH CUP WON BY WANDERER.

Yesterday was dull and overcast, and the dust flew uncomfortably on the roads leading to Monmouth Park, and the threatening rain deterred numbers from attending the races at an early hour, or in time for the first contest—the Hopeful Stakes, for two-year olds. There were, it is estimated, 6,000 persons on the ground, and the betting was lively. Outside the grand stand the field was thronged by close, open, and every description of vehicles, and the ladies, though not so numerous as on former occasions, were deeply interested in the vicissitudes of the contest, and bet their gloves and other delicate ventures willingly. The first race—the Hopeful Stakes—did not arouse a great deal of excitement, although, from force of habit, no doubt, people put their money on the contestants and bought pools. Nobody was fool enough to have very great faith in the horse on which he bet, for the reason that, of all things in the racing world, there is nothing so uncertain as the temper or staying power of a two-year old. Each person would only speculate on the contingencies. So that, on the whole, there is not much to be said for the first race. The restive young steeds bothered the starters for nearly half an hour before they got away. The start was a straggling one, but it was, without doubt, the best that could have been made under the circumstances. Belmont's Beatrice came under the string first, beating Regardless by little more than a neck. Vandalite had the third place.

The second race, between Stockwood, John Merryman, Eolus, and Katy Pease, two-mile heats, was a very spirited contest. McDaniel's horse, Katy Pease, was the favorite, and as she cantered up and down the track before the signal, certainly looked as if she could run well. John Merryman appeared to be in excellent condition, as did Eolus and Stockwood. Side bets were given and taken freely with little or no odds on the favorite Katy Pease. Still it was not until after the drum-tap that the fun began. Then the running was so good and close that the half mile had not been accomplished when the blood of the sportsmen bubbled, and they gave and took liberally. Stockwood and Merryman went off ahead of Eolus, and Katy, who was six or seven lengths behind Hall's horse at the start, closed up a little on the half-mile and lower stretch just to keep near, as it were. The boy was evidently holding her hard, she was so eager to go. Stockwood came by the first mile mark in the van, hugged well by Eolus, while Merryman and Katy Pease stuck closely up to them. Around they sped to the one-and-a-half-mile pole in a cluster so near to each other as to seem together, but at that point Katy Pease shot out from the group and entered the homestretch on a splendid run. Whip and spur were plied with vigor, and the jockeys bent eagerly over their beasts, so that their colored caps seemed to be little above the animal's ears. Stockwood stuck to Katy Pease, between whom it was evident the struggle now lay. Within twenty-five yards of the string there was scarcely a hair's difference in favor of either. But McDaniel's boy whipped up his animal and with a mighty bound she shot under the string a neck ahead. Eolus was third. The winner's rider had his foot out of the stirrup from the start.

In the second heat, the start for which was very hard to get, the running was splendid. The horses went off, Eolus first, John Merryman second, Stockwood third, and Katy Pease again some lengths in the rear. Around to the half mile they went in this order divided by some lengths. Betting was not fast until after the first mile was accomplished. Then as the animals came together at the quarter it was evident that Katy Pease had been held in for the rally and was about to show what she could do. The boy gave her her head, and like an arrow she shot out of the group between the quarter and half-mile poles. Cheers rent the air and the first real glow of excitement was visible. Three to one was offered and taken by many. As they passed the last quarter Eolus and Merryman were cleared out of the race, and again Katy and Stockwood lay down to their task. Murmurs of encouragement grew louder until they became shouts as the animals sped home. But again McDaniel was successful and Katy won by a length. Eolus was distanced.

The great race was that for the Monmouth Cup. Betting and breeding men made up their books for it heavily, and almost every one present had something at stake on the result. The horses were not seen much before they started, because they had been taken to the half-mile pole, the starting point. Money seemed to be more plentiful at this than at any other period of the day, and as if to indicate the importance of the closing event, peopl quietly sat down and waited the first appearance of the contestants. They came, and the spectators made no sign. Under the string they went, Business leading, Wanderer, the favorite, was away behind the field. Business was doing his best in the outset, to get a good distance between him and the favorite to draw on in the last round. But this was a useless piece of strategy, for when Wanderer's rider gave him the rein, away he shot in advance, and won in the easiest possible manner.

THE HOPEFUL STAKES.

The trouble began with the Hopeful Stakes for two-year olds, dash of half a mile, in which there were twenty-four entries, a dozen of whom were marked as starters, but when they were summoned to the track but eleven young hopefuls sported colors to make their début. These were A. Belmont's b. f. Theodora, by Kentucky, out of imp. Camilla; also, b. f. Beatrice, by Kentucky, out of imp. Bernice; D. J. Crouse's b. f. Parsimmon, by Revolver, dam by Daniel the Prophet; George Ayres' ch. c. Erastus Corning, by Lightning, out of Nora Creina; John F. Chamberlin's b. c. Visigoth, by Asteroid, out of Vandalia; F. Morris' b. f. Regardless, by imp. Eclipse, out of imp. Barbarity; also, b. c. by imp. Eclipse, out of Slasher Barbarity; John Coffee's br. f., by imp. Leamington, out of Jessamine Porter; H. P. McGrath's b. c. Aaron Pennington, by Tipperary, out of Lucy Fowler; also, ch. f. Petty, by Tipperary, out of Greek Slave, and A. B. Lewis & Co.'s b. f. Vandalite, by Vandal, out of Vesperlight. Out of such a field of youngsters it was a hard match to pick out the winner, yet the knowing ones succeeded in placing the first and second horses. These races are like a flash in the pan, but still the spectators were not afraid to back their opinions with large amounts. Reports were current that the Belmont pair were like lightning, and that their trials of half a mile in 50¼ seconds would likely place them in the lead at the finish. The Morris stable, on the other hand, is noted for bringing out very fast two-year olds by Eclipse, and the backers of the stable supported the Morris colors bravely. The pools averaged as follows:

Belmont	$430	$600	$710
Morris	400	510	910
Ayres	175	250	350
McGrath	115	155	220
Chamberlin	100	100	105
Crouse, Coffee, Lewis & Co., } Field	155	200	235
Total	$1,375	$1,815	$2,330

THE RACE.

They were mustered at the half-mile pole, and, as usual with two-year olds, the patience of the starter was sorely tried. They broke away several times, but finally they were got together and a good start was effected under the circumstances. Vandalite was off in the lead, Coffee second, Visigoth third, Aaron Pennington fourth, Morris fifth, and one of the Belmont's sixth, the other running in a ruck. As they came round the lower turn Coffee went up to Vandalite, and they passed the three-quarter pole together, Beatrice, of the Belmont stable, leaving her companions in the rear, and was now running third, with one of Morris' entries crowding her. As they turned into the homestretch Vandalite and Coffee were still together in the lead, and it looked as if the field horses were to be first and second; but on coming up, Beatrice and Morris came up, and the former shot to the front, with Morris at her saddle girth. The finish was a brilliant one, and Beatrice won by nearly half a length, Morris' Regardless second, half a length before Vandalite third, Theodora fourth, Visigoth fifth, Coffee sixth, Aaron Pennington seventh, and his stable companion, Petty, eighth, Erastus Corning ninth, Morris tenth, and Persimmon eleventh. The time was 52 seconds.

SUMMARY.

FIRST RACE.—The Hopeful Stakes, value $500, added to a sweepstakes of $50 each, play or pay, for two-year olds; the second to receive $100, and the third $50 out of the stakes; half a mile; closed with twenty-four nominations; value to winner, $1,550.

A. Belmont's b. f. Beatrice, by Kentucky, out of imp. Bernice, by Stockwell.... 1
F. Morris' b. f. Regardless, by imp. Eclipse, out of imp. Barbarity, by Simoon.... 2
A. B. Lewis & Co.'s b. f. Vandalite, by Vandal, out of Vesper Light, by Childe Harold.... 3
A. Belmont's b. f. Theodora, by Kentucky, out of imp. Camilla, by King Tom.... 4
Jno. F. Chamberlin's b. c. Visigoth, by Asteroid, out of Vandalia, by Vandal.... 5
John Coffee's br. f., by imp. Leamington, out of Jessamine Porter, by Lexington.... 6
H. P. McGrath's b. c. Aaron Pennington, by Tipperary, out of Lucy Fowler, by imp. Albion.... 7
H. P. McGrath's ch. f. Petty, by Tipperary, out of Greek Slave, by Glencoe.... 8
George Ayres' ch. c. Erastus Corning, by Lightning, out of Nora Creina, by Makomet.... 9
F. Morris' b. c., by imp. Eclipse, out of Slasher Barbarity.... 10
D. J. Crouse's b. f. Persimmon, by Revolver, dam by Daniel the Prophet.... 11

Time—52 seconds.

THE TWO-MILE HEATS.

The second event was the two-mile heats for all ages, and there were four entries. These were D. J. Bannatyne's ch. h. Stockwood, 5 years, by Asteroid, out of Alabama, by Brown Dick; F. M. Hall's b. h. John Merryman, out of La Rose; Thomas W. Doswell's b. h. Eolus, 5 years, by Leamington, out of Fanny Washington; and D. McDaniel & Co.'s ch. f. Katy Pease, 3 years, by Planet, out of Minnie Mansfield, by imp. Glencoe. The reputation of Katy Pease for speed brought her prominently to the front as favorite; but there were many who doubted her ability to stay the distance of the race. But she brought her backers out safely, and proved her ability to run a long race. The following pools will show the range of the betting:

Katy Pease	$1,010	$510	$1,200
Eolus	350	165	400
Stockwood	175	115	220
John Merryman	120	65	125
Total	$1,655	$855	$1,945

THE RACE.

FIRST HEAT.—When they were sent away Eolus was in the lead, Stockwood and Merryman together, and Katy Pease three lengths behind. As they went round the turn Stockwood left Merryman and then took the lead from Eolus. When they passed the quarter-pole Stockwood began to cut out the work two lengths in the lead, while Merryman had followed him up to the second place and was leading Eolus a length, while Katy Pease was six lengths in the rear. In this way they traveled down the backstretch past the half-mile pole, but as they came round the lower turn they got a little closer together, and Stockwood was but a length in front of Merryman, who was the same distance before Eolus, while Katy Pease had closed up and lay near Eolus waiting. At the three-quarter pole Merryman crept up closer to Stockwood, and had his nose at his saddle-girth. They now came up the homestretch, and the struggle between Stockwood and Merryman for the lead was close and exciting. Stockwood held the front position, however, and finished the first mile a neck in advance of Eolus, who now took the second place from Merryman and led the latter two lengths, while Katy was going easy and waiting two lengths in the rear. They went round the turn in this position, while Katy began to close up and, without much of an effort, succeeded in taking the third place from Merryman. Stockwood kept making the pace, and when they reached the quarter-pole for the second time, he was still showing the way by a length, Eolus second, Katy Pease third, and gradually closing up, and Merryman in the rear. As they went along the backstretch the race began in earnest. Merryman made an effort and lapped Katy Pease, and the pair, locked, began to close on the others, but the pace was a little too much for Merryman, who again fell back half a length. Katy pushed on and got to Eolus' head, and these two finally succeeded in heading Stockwood. The sight was now magnificent, as the four were in a bunch. Merryman slightly lagging, after a short but exciting brush, rushed ahead, and when they passed the half-mile pole, she showed her neck in front of Stockwood, and the pair in this position soon began to leave Eolus behind, and Merryman began to "spread out." As they came round the lower turn, Katy Pease was beginning to leave Stockwood, and showed him the way by half a length, while Eolus was two lengths behind them, and a length before Merryman. When they had reached the three-quarter pole, Katy Pease was a length ahead of Stockwood, and the others were rapidly dying away. As they came up the homestretch, Stockwood struggled gamely for the heat, but he could not reach Katy's head, and she beat him under the wire by half a length in 3:44. Eolus was third, a dozen lengths behind, and two lengths before Merryman.

SECOND HEAT.—Katy sold for $370 and the field brought $100. As before, Eolus got away two lengths before Stockwood, John Merryman third, and Katy in the rear. Going round the turn Eolus was showing the way by three lengths, Merryman second, two lengths before Stockwood, who was four lengths in the lead of Katy Pease, and in these positions they rushed past the quarter pole. As they went along the back-s tretch, the others began to get closer to Eolus, but all but Merryman fell back again. Eolus kept making the running as they passed the stables, closely pressed by Merryman, and when they reached the half mile pole Eolus was but a length before Merryman, who was six lengths away from Stockwood, he being two lengths before Katy Pease. When they were on the lower turn Merryman challenged Eolus, went up to his head, and ran with him past the three-quarter pole. In the meantime Katy Pease had done the same thing with Stockwood, but the two latter began to make the pace a little stronger, and they were but three lengths behind the leaders. As they came up the homestretch Eolus shook off Merryman, and when he passed the stand on the first mile he was three lengths in the van, John Merryman second, two lengths before Stockwood, who was the same distance in front of Katy Pease, who had fallen back. As they went round the turn again Katy began to make her effort for the heat, and was closing rapidly upon her competitors. As they approached the quarter-pole, they were running in close order, and when they passed that point, Eolus was but half a length in advance of John Merryman, who was half a length in front of Stockwood, while Katy Pease had her head at the tail of the latter. As they shot along the backstretch, opposite the stables, a brilliant struggle ensued. Katy suddenly went past Stockwood, who followed her up and they were immediately on even terms with the other two. They ran in a bunch for a short distance, but finally Katy came to the front and Stockwood clung to her in the second place, John Merryman was third, and Eolus gave it up ingloriously. When they passed the half-mile pole Stockwood kept Katy company, and they were head and head, two lengths before Merryman, who was nearly that distance in front of Eolus. Stockwood and Katy came round the lower turn struggling gamely for the mastery, and at every jump leaving the other two in the rear. Katy's head was now seen in front of Stockwood's, and she gradually drew further in front of him until they passed the three-quarter pole, where she led him half a length, Merryman four lengths behind, and the same distance away from Eolus. Up the homestretch, Stockwood and Katy had it all to themselves, and a fine struggle ensued. Stockwood received the lash unsparingly, and endeavored to get away from it, but Katy had too much speed for him, and beat him home by a length, amid the cheers of her backers, in 3:45. Merryman was third, six lengths behind Stockwood, and Eolus had the flag in his face. This was the second victory for the knowing ones, and they were consequently in a happy mood. The following is a

SUMMARY.

SECOND RACE.—Purse, $900; two-mile heats, for all ages; $750 to first, $100 to second, and $50 to third horse.

D. McDaniel & Co.'s ch. f. Katy Pease, 3 years, by Planet, out of Minnie Mansfield, by imp. Glencoe, 87 pounds.... 1 1
D. J. Bannatyne's ch. h. Stockwood, 5 years, by Asteroid, out of Alabama, by Brown Dick, 114 pounds.... 2 2
F. M. Hall's b. h. John Merryman, 5 years, by Eugene, out of La Rose, 114 pounds.... 4 3
T. W. Doswell's b. h. Eolus, 5 years, by imp. Leamington, out of Fanny Washington, 114 pounds.... 3 dis.

Time—3:44, 3:45.

THE MONMOUTH CUP.

Now came the most important race of the day, viz., the Monmouth Cup, for all ages, two miles and a half. This has always been an exciting race, and the interest centred in the contest of yesterday was very great. The Monmouth Cup was inaugurated in the year 1870, and W. R. Babcock had the honor of winning it with that good horse Helmbold. He was four years old at that time, and won the race in the fastest time on record for the distance of the race, viz., 4:33¼, which has not been equaled since. In the following year John Harper won it with Longfellow, who ran the distance in 4:41¼, beating three competitors. The contest last year between Longfellow and Bassett is still green in the memory of everyone, and the time made on that occasion was fast viz., 4:34. The race of yesterday was, therefore, the fourth renewal of the cup, and the manner in which Wanderer galloped away from his competitors in the fast time of 4:34½ will tend to make him a tough customer for Master Harry Bassett in the Saratoga Cup, and we look to see a renewal of the excitement of last year at the Springs. This year there were thirteen entries for the cup, and the following five started, viz.: D. McDaniel & Co's. ch. c. Hubbard, 4 years, by Planet, out of Minnie Mansfield; M. H. Sanford's b. h. Preakness, 6 years, by Lexington, out of Bay Leaf by Yorkshire; D. J. Crouse's ch. c. Business, 4 years, by Revolver, out of Syren; John F. Chamberlin's b. c. Survivor, 3 years, by Vandal, dam, by Lexington; and Rice & McCormick's ch. h. Wanderer, 5 years, by Lexington, out of Coral. This was the largest field of horses that have yet contested for the cup. The easy manner in which Wanderer captured the Westchester Cup made him the favorite, while the fact that he was giving Preakness a year with the new arrangement of weights, induced many to back the representative of the dark blue at stiff prices. Survivor was also well thought of notwithstanding that it was requiring too much of a three-year old to go the distance against older horses. The following quotations will show the relative positions of the contestants in the estimation of the speculators:

Wanderer	$1,100	$2,000	$650
Preakness	820	1,300	405
Survivor	300	320	105
Hubbard	130	335	50
Business	50	65	30
Total	$2,400	$4,020	$1,240

THE RACE.

The distance being two miles and a half, they were mustered at the half-mile-pole, and they were soon sent on their journey. At the signal, Hubbard carried the McDaniel colors to the front. Preakness was second, Wanderer third, Survivor fourth, and Business fifth. The latter did not remain in this position, however, for, coming round the lower turn he set out to make the pace strong, and immediately rushed up to the front and passed the three-quarter pole four lengths in front of Hubbard, Survivor third, Preakness fourth, and Wanderer now taking it easy in the rear. As they turned into the homestretch and came up, Business was alone, six lengths in the lead, and going fast. Survivor, in the meantime, had challenged Hubbard for the second place, and got it. They now came past the stand, completing the first half mile in the following order: Business first, six lengths ahead of Survivor second, Hubbard third, Preakness fourth and watching Wanderer in the fifth place. As they went round the lower turn Business kept the pace hot, and Preakness went up to Survivor and collared him, while the two gave Hubbard the go by. Wanderer also attacked Hubbard, and the latter was soon in the rear. Business passed the quarter-pole, still six lengths ahead, Preakness and Survivor still on equal terms, Wanderer coming next, a length before Hubbard. Going along the backstretch Business got away a dozen lengths and making the pace to some purpose, while Survivor had forged half a length ahead of Preakness, and still another change occurred in Wanderer allowing Hubbard to take the fourth place from him. Business now began to quit, and when he passed the half-mile pole he was but six lengths ahead of Preakness and Survivor, who were again head and head, and Wanderer again was in the fourth place. As they came round the lower turn the excitement began, for Wanderer was allowed to have his head, and he rushed through the crowd like a streak of lightning. In a moment he was at the head of Business, and they flew past the three-quarter pole simultaneously, Survivor following up closely in the third place, Preakness fourth, and Hubbard fifth. As they came up the homestretch Business shut up like an oyster and was soon in the fourth place, while Survivor came to the rescue and attended Wanderer in the hot pace. It was a splendid sight when they came past the stand, finishing the mile and a half; Wanderer was but a neck's length before Survivor, who was nearly two lengths ahead of Preakness, with Business in the fourth place and Hubbard behind. Around the turn they went, and Wanderer soon showed a length in front of Survivor, the others being in the same relative positions. Approaching the quarter-pole Hubbard's jockey awoke to the necessity of gaining some ground, and he immediately sent him up for the final struggle. When they passed the quarter-pole Wanderer was two lengths away, Survivor gamely struggling in the second place half a length ahead of Hubbard, Preakness fourth, and Business entirely pumped out in the rear. Down the backstretch they went, and as Wanderer opened a gap of six lengths almost in the twinkling of an eye, a loud cheer went up. Survivor, Preakness, and Hubbard were now together, twenty lengths before poor Business. As they got opposite the stables, Wanderer had them all as dead as ducks and strung out. He passed the half-mile pole still six lengths ahead of Hubbard, who was a length before Survivor, he being six lengths away from Preakness. As they came round the lower turn, Wanderer commenced to open the gap, and when he passed the three-quarter pole he was twenty lengths away from Hubbard, he being three lengths before Preakness, who had taken the third place from Survivor, and led him six lengths. The race was now over for Wanderer, who came up the stretch on a big gallop, winning as he pleased by twenty lengths in the fast time of 4:34½. There was a close struggle between Preakness and Hubbard for the second place on the stretch. Although Hubbard turned into the homestretch three lengths before Preakness, he quitted, and Preakness beat him for second p ace by a length. Survivor and Business were beaten off a long distance.

SUMMARY.

THIRD RACE.—The Monmouth Cup, value $1,500, added to a sweepstakes of $50 each, play or pay; the second to receive $300, and the third, $150 out of the stakes; two miles and a half; value to winner, $1,700.

Rice & McCormick's ch. h. Wanderer, 5 years, by Lexington, out of Coral, by Vandal, 114 pounds.... 1
M. H. Sanford's b. h. Preakness, 6 years, by Lexington, out of Bay Leaf, by Yorkshire, 114 pounds.... 2
D. McDaniel & Co's ch. c. Hubbard, 4 years, by Planet, out of Minnie Mansfield, by Glencoe, 108 pounds.... 3
John F. Chamberlin's b. c. Survivor, 3 years, by Vandal, dam by Lexington, 90 pounds.... 4
D. J. Crouse's ch. c. Business, 4 years, by Revolver, out of Syren, by Oliver, 108 pounds.... 5

Time—4:34½.

TO-DAY'S RACES.

This is the third day of the races at Long Branch and there is every indication of a fine day's sport, providing the weather holds good. There are four races on the programme, and the sport is to begin with a hurdle race for all ages melter, weights, two miles, over eight hurdles. The second affair is a selling race for all ages, the winner to be sold for $1,000, with the usual allowances for those entered under that price. The distance is a mile and a quarter. Next will follow the Monmouth Oaks Stakes for three-year-old fillies, one mile and a half, and the concluding race will be the Mansion House Stakes for four-year-old colts and fillies, two miles and a half. In the hurdle race the starters will be George West, 4 years, by Asteroid, out of Kate Hays, by imp. Albion, 145 pounds, and Shylock, 4 years, by Lexington, out of Edith, by imp. Sovereign, 148 pounds. This should be a close affair between these two if Shylock takes kindly to the hurdles. He is a fast horse, but is a new hand at jumping. For the selling race, a mile and a quarter, there are the following entries: Wheatley, Utica, Bingaman, B. F. Carver, and Buchu. The Monmouth Oaks promises to be a close and exciting affair, as nine stables have signified their intention to be represented at the post. These are W. Cottrill, who has two—the b. f. Sallie Watson, by Daniel Boone, out of Maggie G., and Sallie Keller, by Daniel Boone, dam by Bill Cheatham; A. Belmont has three—Indiana, Electra, and Medora, the two latter well known, as they ran at Jerome Park at the recent meeting; K. W. Sears has Annie Hall, who also ran at Jerome Park; W. M. Conner has Sunrise, the fine filly, by Planet, out of Ultima, by Lexington; Walden will start the ch. f. Minnie W.; H. P. McGrath has the ch. f. Tabitha, by Tipperary, out of Greek Slave, by imp. Glencoe; the McDaniel confederacy has three entered, but which of them they will start is not known. They have a b. f. by Blackbird, dam by Planet; Cora Linn by Lexington, out of Dolly Carter, and a b. f. by Julius, dam by Arlington. Doswell has Cara Liza, by Censor, out of Fanny Washington, and Lizzie Lucas, by Australian, out of Eagless, and G. W. Stewart will send to the post the ch. f. Alice Mitchell, by Planet, out of Volga, by imp. Glencoe. For the Mansion House Stakes three starters are announced in M. H. Sanford's b. c. Mate, by imp. Australian, out of Mattie Gross, by Lexington, D. McDaniel & Co.'s b. c. Boss Tweed, by Asteroid, out of Alabama, by Brown Dick, and W. R. Babcock's ch. f. Ethel Sprague, by Jack Malone, out of Vesper Light, by Childe Harold. The betting on these races last night was spirited, and there were large crowds in attendance at Chamberlin's and Johnson's pool-rooms. The rates were as follows:

HURDLE RACE.

George West	$88	$60	$125
Shylock	40	20	60

SELLING RACE.

Wheatley	$25	$35	$80	$100
Bingaman	6	35	60	65
Utica	14	20	36	65
B. F. Carver	6	6	24	35
Buchu	5	5	20	40
Total	$56	$101	$220	$305

MONMOUTH OAKS.

Cottrill	$110	$85	$80	$65
Belmont	50	40	30	20
Sears	30	35	13	10
Conner	16	26	12	9
Walden, McGrath, McDaniel, Doswell, Stewart, } Field	41	28	33	18
Total	$247	$214	$168	$122

MANSION HOUSE STAKES.

Mate	$25	$30	$120	$100
Boss Tweed, Ethel Sprague, }	10	11	44	32

THE POOLS AT LONG BRANCH.

Special Dispatch to the New-York Times.

LONG BRANCH, July 8.—The excitement over the races to-morrow is very great, and the billiard-room of the West End Hotel is crowded, and the pool-selling very animated. The rates obtained by Dr. Underwood are as follows:

MONMOUTH OAKS.

Cottrill	$210	$220	$200
Conner	50	40	35
Walden	40	30	20
Belmont	30	20	40
Sears	30	20	25
McDaniel	22	25	25
Deswell	25	20	15
McGrath	25	15	15
Total	$432	$390	$375

MANSION HOUSE STAKES.

Mate	$300	$200	$200
Boss Tweed	50	30	30
Ethel Sprague	30	15	15
Total	$385	$245	$245

In the selling race, Utica $100, Bingaman $80, Carver $70, Wheatley $70, Buchu $10. In the hurdle race George West sells for $150, and Shylock $40.

NATIONAL TROTTING ASSOCIATION.

The semi-annual meeting of the Board of Appeals of the National Trotting Association took place yesterday at the Everett House. The following gentlemen were present: Amasa Sprague, President, Providence; D. F. Longstreet, Secretary, Providence; F. J. Vail, Hartford; H. S. Russell, Boston; G. H. Barnard, Troy, and George Sturgis, Philadelphia. Among the cases presented to their notice yesterday were the following: J. W. Connolly vs. B. S. Wright, D. B. Harrington vs. The Proprietor of Hall's Driving Park, application of A. D. Warren, application of Lancaster County Agricultural Association, J. W. Clark vs. Pittsburg Driving Park Association, R. J. Wheeler vs. Quickstep Driving Park Association, Philip Bauman vs. Pittsburg Driving Park Association, application of H. C. Goodrich, application of the Eastern Duchess Association, application of C. H. Blanchard for reinstatement of the horse Colonel Moulton, George W. Saunders vs. Prospect Park Fair Grounds, H. S. Hiltnet vs. Montgomery County and Easton, Penn., Agricultural, Horticultural, and Mechanical Society, petition of R. Terwilliger, petition of J. H. Clark for the reinstatement of the horse Babe of the Woods, petition of C. P. Keever for the reinstatement of the horse George A. Hall, J. Ellis vs. Hall's Driving Park Association, J. L. Doughty vs. Fleetwood Park, A. H. Mechling vs. Pittsburg Driving Park Association, Abel Patterson vs. Prospect Park Fair Grounds, Stokes vs. Smith, Jennison vs. Okery, Mitchell vs. Syracuse Driving Park Association, B. H. Smith vs. J. A. Sawyer, proprietor of Beacon Park. Scott and Johnson—Appeal from a decision of the Tennessee Agricultural and Mechanical Association.

The board went into executive session at 7 o'clock, and discussed the merits of each case. At 11 o'clock a few cases had been decided, and the Secretary stated, that the board would remain in session this morning, and their decisions made public this afternoon.

BOSTON CITY FINANCES.

BOSTON, July 8.—The City Auditor's financial report for the year ending April 30, just published, shows that the total payments of the year were $17,500,000. The aggregate debt of Boston, including the funded and unfunded aid loans, was as follows: Funded, $30,553,116 80; unfunded, advanced by the Treasurer on authorized loans, $1,283,039 64; loans authorized, but not funded, less advances by the Treasurer, $5,830,516 28; gross, April 30, 1873, $37,671,672 72, less means on hand for paying the same, $13,926,777 92; net debt of all kinds, April 30, 1873, $23,744,894 80.

RAILROAD MURDER.

A SEVEN MONTHS' RECORD OF SUCCESSFUL AND UNSUCCESSFUL ATTEMPTS TO DESTROY HUMAN LIFE BY TRAIN-WRECKING.

During the past seven months a great many attempts have been made by miscreants in different parts of the country to destroy human life by placing obstructions on railroad tracks. Last November crimes of this character were so frequent that timid persons having important business to transact in distant cities preferred to suffer considerable loss rather than take the risks of traveling. On the 20th of that month a plank and a heavy sleeper were placed across the track of the railroad near Farmingdale, Me. The engine of the first train that approached luckily struck the plank with such force as to split it in two, while the sleeper was thrown aside by the cow-catcher. If the attempt had succeeded the train would have been thrown down an embankment twenty feet high. On the evening of the same day the outgoing train from Virginia City, Nevada, on the Gold Hill and Reno Road, had a narrow escape at a point within about a mile and a half from Washoe City. Five telegraph-poles had been placed on the track, two of which were crushed by the force of the collision, and the rest thrown off by the cow-catcher. Had the attempt succeeded, the train would have been wrecked in a deep ditch close to the track, and many lives sacrificed. The object in wrecking it was, as supposed, to procure possession of three large sacks of coin that were known to have been shipped at Carson.

Seven times within a week attempts were made to throw trains from the track of the New-York, New-Haven and Hartford Railroad; but, with a single exception, none proved successful. In the successful case, happily, no lives were lost, owing to the presence of mind and activity displayed in the use of the air-brakes. Sleepers were stretched across the track near Thompsonville; but, although the engineer saw them from a distance, being on a down grade, he was unable to prevent a collision, which threw the train from the track. The injuries were, however, of a very slight character. A man named Blakeslee was arrested for the offense. He had been put off a train on the same day for non-payment of fare. The tracks found where the obstructions were placed corresponded exactly with the prints of his shoes, which were of peculiar shape, and had large nails on the heels. He had placed two piles of sleepers across the track, one at such a distance from the other as to make assurance doubly sure. Blakeslee was subsequently sentenced to ten years in State Prison.

About the same time a boy named Willy Clark admitted having placed a log of wood on the track near Chester, in order to throw the train from Albany for Springfield over a bridge forty feet high. At the point selected by the young scoundrel for what he thought would make "a terrible crash" the road passes through a succession of sharp curves, cut around the mountain spurs, and twice crosses the Westfield River. The bridges are both flat and uncovered. As the train dashed down the ravine, the engineer, as he turned a curve, suddenly caught sight of Clark's log, but he was unable to stop. By a providential kindness, the log happened to be rotten at the heart, and split to pieces as soon as it was struck by the pilot. Beyond a heavy thud and hop, nothing was observed by the passengers, and the train proceeded on its way as free from injury as if nothing had happened. Clark has since died of brain fever.

Three unsuccessful attempts were made on one night in November to wreck trains on the Shore line route from New-York to Boston. The night express was the first to encounter a lot of ties stacked upon the track at Milford. The engineer discovered them in time to prevent a disaster. In an hour or two afterward, a freight-train bound to New-York met the same obstructions with a similar result. Two trains passed subsequently without interruption. An early morning train encountered them again, but without accident. No arrests were effected.

From November until May of the present year, the attempts to wreck trains were fewer, the sentence of Blakeslee and the death of Clark, probably, having had something to do with the falling off. On the 4th of May operations were renewed on the New-York, New-Haven and Hartford Road. On that night a deliberate attempt was made to wreck the express-train from New-York to Boston at a point west of Southport Station. A tie was placed endwise in a cattle-guard across the track. A resident of the neighborhood, one W. H. Johnson, saw the obstruction just as the train was approaching, and was doing his utmost to warn the engineer of the danger, when two powerful ruffians rushed upon him from behind, and beat him in an unmerciful manner. Before the assault was begun, he had succeeded in removing so many of the ties that the remaining ones offered no serious barrier to the passage of the train. The citizens of Bridgeport, on hearing of the occurrence, were so much interested that scouting parties were sent out to scour the country. Two arrests were made, but the accused were discharged, Johnson having failed to identify them.

On the night of the 4th of June a construction train of the Natchez, Jackson and Columbus Railroad narrowly escaped being wrecked. It was loaded with rails, and was backing out to a point where men were engaged in building, when a cross-tie was discovered lying upon the track. The signal for "down brakes," it appears, was not given in time to prevent an "accident." The train kept the track, but those upon it, to the number of twenty, jumped off, to the serious injury of several of them. Had the train been thrown from the track at the place where the obstructions were discovered, it would have fallen a distance of forty feet. The Natchez (Mississippi) *Democrat* says that, "almost every day some kind of obstruction is found on the track of this road, and that persons are in the habit of taking away the bolts used in laying the track."

On the night of the 7th of June an attempt was made to wreck a circus-train on the Fitchburg Railroad, between Hudson and Boston. After having run about three miles, the head-light suddenly reflected upon a broken rail, which was stretched across the track, and bound securely to the sleepers. Immediately following the discovery, two men were seen to jump from the road-bed, and make for an undergrowth of trees near by. The brakes were instantly put down, and the train stopped. A search was then instituted for the men, but without success. A gang of roughs, with whom the circus men had had trouble in Hudson, was found at some distance off. No arrests were made, however, in consequence of a failure on the part of the circus manager to procure the services of a sufficient number of policemen to undertake the work.

On the morning of the 5th of June the steam-boat train from New-London on the Norwich and Worcester Railroad was thrown from the track near Dayville, Conn. The engineer, fireman, and a brakeman were injured severely, but no person was killed outright. Three cars were broken, the locomotive was turned upside down and pitched into a neighboring brook. The passengers had a miraculous escape. A tie, placed firmly across the track, produced the result described. No arrest was made.

On the morning of the 26th another attempt was made to wreck a train on the same road, near the same place. Two heavy ties were bound across the track at a point below the Dayville Station, where there is a sharp curve. Luckily for the passengers a factory operative, on his way to work, saw the obstructions and removed them in time to prevent a terrible disaster, for the man had no sooner completed his self-imposed task than the train thundered by at a speed of thirty miles an hour.

Shortly before midnight on the 25th of June, a freight-train on the Iowa division of the Illinois Central Railroad ran upon a rail stretched across the track on a down grade, and was wrecked very badly. The engineer and fireman were instantly killed, and their bodies mutilated almost beyond recognition. Efforts were subsequently made to find the fiend or fiends who committed this terrible crime, but, for aught that is known to the contrary, without any prospect of success.

It would be perfectly safe to say that, in addition to the foregoing, there were at least 100 attempts made to wreck trains during the period specified, the larger portion of which were known only to railroad employes, and were, for obvious reasons, not reported to either the newspapers or the Associated Press agents. Most of them were in the nature of "misplaced switches" and obstructions that were not sufficiently strong to compass the ends of those using them.

On the Grand Trunk Railroad of Canada one or two very daring attempts were made to wreck trains within the seven months. In one instance, the father of a youth who had been hunted down by detectives had the audacity to propose to the railroad managers that, if they would decline to prosecute, he would see to it that no further "trouble" was given them. The proposition, of course, was not acceded to. The case, however, has not yet been brought to trial.

THE CITY HALL.

The City Hall yesterday was almost deserted. All the politicians who had gathered on Monday in the Aldermanic Chamber were absent, and very few City Fathers were seen in the building. Early in the day Mayor Havemeyer sent a note to Mr. Wilder, his private secretary, stating that he would not appear in his office until this morning. Several candidates for police justiceships, however, called at the office, and finding the Mayor absent, left suddenly to seek him at his house. The assessment and tax rolls submitted to the Board of Supervisors on Monday are piled up in the Mayor's private office.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The Gen. Moltke Club gave a picnic at Elm Park yesterday.

The Pfalzer Harmonic Vocal Society gave a picnic and Summer night's festival at Hamilton Park yesterday.

The New-York Saengerrunde, a German vocal organization, will hold a Summer night's festival at Terrace Garden this evening.

The stock market yesterday, with the exception of Erie, was very buoyant, business being evidently improving.

A fire occurred last evening in the fancy goods store of Mrs. Earl, No. 629 Sixth-avenue, causing $50 damage.

Dr. Reves reports that Capt. Samuel Decker, No. 326 Eighth-street, was suffering from an attack af cholera, and was last evening in a very bad condition.

The Mozart Verein has elected the following officers for the ensuing year: President, Julius Cæsar; Vice President, Paul Dauer; Secretary, Ferdinand Schultze; Treasurer, Gustave Duerholz.

A ship has just come into port, and is lying at the docks near the Fulton Ferry, on the Brooklyn side, with double topgallant yards, as great an innovation as the double topsail yards on nautical tradition.

The Treasury Department has ruled in a decision recently forwarded to the New-York Custom-house authorities, that seal-oil, imported from Canada, cannot be considered as fish-oil, and must pay the ordinary duty.

The attachment issued against the property of Tom Fields, on the application of the Attorney General, in the suit brought against the defendant as one of the members of the late Ring, is now in the hands of Deputy Sheriff Seebacher, who has taken charge of Mr. Fields' real estate. The property is situate on One Hundred and Fortieth-street and the Boulevards.

Controller Green reports the following amounts paid yesterday into the City Treasury: From arrears of taxes, assessments, croton rent, and interest, $11,963 85; from street improvements and openings and interest, $4,065 15; from croton-water rent and penalties, $12,372 32; from market rents and fees, house rent, and interest on bond and mortgage, $742 02; from licenses and fines, $86 25; from penalties and costs in suits, account Corporation of New-York, $478 70. Total, $29,708 29.

The Board of Police yesterday adopted a resolution that the maximum leave of absence to be hereafter granted to members of the police force during the year would be ten days to captains, five days to sergeants, and three days to patrolmen. The Board also resolved that hereafter places of amusement would be in charge of the captains of the precincts in which they are located, instead of Capt. Leary, of the Twenty-sixth Precinct, as they have been heretofore.

BROOKLYN.

The removal of the cobble-stones on Myrtle-avenue, which are to be replaced by granite blocks was begun yesterday.

The first of the children's picnics takes place to-day. At 9 A. M. about 500 children, chiefly Swedes, will start from the corner of Atlantic-avenue and Smith-street for Canarsie by way of the Atlantic-avenue cars. Next week the children of the neighborhood of Hamilton Ferry will be taken out.

During last week there were 301 deaths in the city, being an increase of 122 over last week. This increase is partly accounted for by the occurrence of ninety fatal cases of cholera infantum.

In response to numerous complaints, the Board of Health are taking stringent measures to prevent the dumping of ashes and garbage on vacant lots. During last week several persons were arrested for this offense.

It was reported on Sunday morning that the Tigress, after leaving dock, had sprung a leak, and was rapidly sinking. A subsequent examination showed that owing to some defect in caulking the seams a trifling leak had occurred, and the damage was easily repaired.

LONG ISLAND.

The Whitestone Board of Trustees met on Monday and appropriated $1,000 for street repairs.

The Flushing Board of Excise will meet for the last time this year, at Clark's Office, in the Town Hall, at 4 o'clock this afternoon, for the purpose of receiving applications and granting licenses. Those selling liquor without a license after that date will be prosecuted.

The Board of Aldermen of Long Island City have decided to drain certain marshes in the Second Ward which have been long considered dangerous to the public health. The measure has been adopted as a precaution in view of the threatened cholera plague.

Coroner Allen held an inquest yesterday morning upon the body of a German laborer, named Hancke, found drowned at the mouth of Hungry Harbor, Hempstead. Hancke, on Monday evening, went to bathe in a creek, but being unable to swim, got beyond his depth and was drowned. The jury found a verdict in accordance with these facts.

NEW-JERSEY.

The rate of taxation in West Hoboken, this year, will be one and a half per cent.

The Newark Common Council has appropriated $400 to furnish music in the public parks.

The Oneida Boat Club, of Jersey City, has received a new six-oared barge valued at $500.

The Paterson Common Council has ordered a steam fire-engine for Totawa.

The Jersey City Orangemen will not parade this year, but will go quietly to New-York and join in the procession there.

A keg of birch beer exploded on a Jersey City fruit-stand, yesterday, doing damage to the amount of $25.

James Flynn, a brakeman on the Midland Railroad, was run over at Paterson, on Monday night, and his left leg taken off.

Officer Carmin, of the Paterson police force, has been suspended from duty for one month for drunkenness.

Last evening a sailor on board the Cunard steamer Samaria was discovered removing a number of rolls of rubber cloth fnom the steamer to a small boat. He was arrested, and gave the name Michael Kehoe.

Alfred Johnson, who was injured at the Jersey City depot on the Fourth, is dead. Elias Colyer, who was hurt at the same depot the day following, yesterday had both legs amputated, just above the knee, and is now doing well.

A man named Lynch, a flagman on the Morris and Essex Railroad, was killed at the west end of the Erie tunnel at Jersey City, yesterday afternoon. He was signaling a train going one way, and failed to see another running in an opposite direction.

Coroner Munn, of Newark, yesterday concluded the inquest upon the body of Patrick Conway, who was killed while engaged in a wrestling match with Frederick Selby, in the saloon kept by Richard Selby, on the fourth day of July. The jury acquitted Selby.

Tha Mystic Boat Club, of Newark, will dedicate the opening of its new club and boat-house on the Passaic by a regatta this afternoon. There will be three races—a four-oared shell, a single shell, and a tub race. The start will take place on the arrival of the 3 o'clock train.

THE HOBOKEN MYSTERY.

INQUEST ON THE BODY OF KARL KUSTNER.

Coroner Parslow last evening commenced the inquest on the body of Karl Küstner at Stemmler's Hall, on Washington-street. The jury, with Chas. Adolphi as foreman, had previously been sworn. Despite the interest which the case has excited, there were very few persons present.

Louis Sager, the keeper of the Park House, where deceased boarded, was the first witness sworn. He testified that Küstner had boarded at the house for three weeks, and appeared to be a gentleman and a man of temperate habits. He had seen him have very little money, but he had paid his bills regularly at the end of each week. During the day-time deceased was usually absent from the house, where the witness did not know, neither did he know his business. Deceased bathed regularly, whether in the river or in the baths witness did not know. Küstner had told him he was going West, and had asked the best route to Saratoga and San Francisco.

County Physician Buck was next sworn, and testified as follows: I made an extended external examination of the body, also of the wounds, and as a medical man, I have formed an opinion as to the cause of death. I have had a large experience in gun-shot wounds, in the army and elsewhere, and believe the wounds were caused by some fire-arm held directly against the head or face. There must have been a heavy charge, and the face was blown entirely off. The weapon may have been a gun or a pistol. There was the track of a bullet on the forehead, either entering or escaping—probably escaping. The muzzle of the weapon might have been placed in or against the mouth, as I have see wounds of the same character made by a suicide shooting himself in this way. There were no other wounds or marks of any sort, and I think the wound by which the face was blown off was amply sufficient to have caused death. There were no marks of powder, as they had probably been washed out while the body was in the water. (Here a long discussion ensued between the Doctor and a juror as to whether the wounds might not have been caused by a cutting or a blunt instrument instead of a fire-arm. The Doctor, however, maintained his original opinion.) I think it would be impossible to tell whether the body was thrown into the water before or after death. The side of the face and one eye were entirely gone. I should have thought it a case of suicide had it not been for the surrounding circumstances and the evidences of robbery. Here another discussion took place between the County Physician and the foreman as to whether the powder marks would have been washed out or not, and the Doctor agreed to make a further examination of the body in the presence of the jury this morning.

Paul Gruehuecke, the porter at the hotel, next testified through an interpreter. This witness occupied the attention of the jurors for an hour, but only corroborated the testimony of Sagur as to the general habits of deceased. At 10:45 o'clock P. M. the examination was adjourned until this evening.

The authorities are entirely without clue to the perpetrators of the murder, and seem to be in possession of no information whatever.

PERSONAL.

Señor Borges, the Brazilian Minister, and Joseph Price, Treasurer of the Great Western Railroad of Canada, are at the Brevoort House.

Right Rev. J. J. Wood, D. D., of Philadelphia; Gen. F. L. Britton, of Texas; T. Allen, President of the Iron Mount Railroad; Col. W. Dwight, of Binghamton; Gen. J. N. Knapp, of Auburn; Congressman T. C. Platt, of Owego; Dr. S. E. Mulford, of Toledo, and J. McCorony, of Philadelphia, are at the St. Nicholas Hotel.

Col. Prime, of Vicksburg, and Judge Charles Daniels, of Buffalo, are at the Grand Central Hotel.

Hon. F. L. Cardizo, Treasurer of South Carolina, is at the Westmoreland Hotel.

Señors Gonzales and Larrain, Chilian Minister and Secretary of Legation, are at the Clarendon Hotel.

Congressman Clinton L. Merriam, of Locust Grove, and Col. H. S. McComb, of Delaware, are at the Fifth-avenue Hotel.

Gen. A. S. Diven, of Elmira; T. A. Mawry, and W. D. Cox, of Washington, are at the Hoffman House.

AMERICAN GIRLS, it is said, are identified at Vienna by their massive braids, and, it might well be added, by the faultless fit of their attire, when fashioned after the "Domestic" Paper Patterns of the "Domestic" Sewing Machine Company of Union-square, New-York.—*Advertisement.*

Never allow either Diarrhea, Dysentery, or any Bowel Affection to have its own way, or serious consequences may result; with Dr. Jayne's Carminative Balsam at hand, these affections may be promptly, safely and efficaciously treated.—*Adverrtisement.*

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THE WEEKLY TIMES.

The Edition of THE WEEKLY TIMES, issued this morning, contains:

THE LATEST TELEGRAPHIC NEWS.
VIEWS IN JAPAN.
EARLY MODOC HISTORY.
THE BACK-PAY STEAL. By Grace Greenwood.
PRESERVATION OF FORESTS.
FREE BANKING.
THE DUMBERDENE. A story, by Knatchbull Hugessen.
AN EX-KING'S LIFE IN THE FAR WEST.
SPARE THE TREES.
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MARRIED.

THACHER—GOURLIE.—June 21, at the American Legation, and Episcopal Church, Paris, by Rev. O. B. Keith, GEORGE THACHER, of Boston, to ISABELLA, eldest daughter of the late Archibald T. Gourlie, of this City.

DIED.

CAMERON.—Suddenly, in this City, on Tuesday, July 8, MARGARET, wife of A. M. Cameron, and daughter of the late John G. Mott.
Notice of funeral hereafter.

CROWDER.—At his residence, Nos. 11 and 17 Abingdon-square, JOHN CROWDER, in the 60th year of his age.
Funeral services will be held at the house this day, (Wednesday,) at 3 o'clock P. M., previous to the removal of his remains to Pennsylvania for interment. Friends are invited without further notice.

CULLEN.—In this City, on Sunday evening, July 6, MARY A., widow of Edward F. Cullen and daughter of the late John Gillelan.
The relatives and friends are invited to attend the funeral from her late residence, No. 33 East 22d-st., on Wednesday afternoon at 2 o'clock.
☞ Richmond, Va., papers please copy.

FELTWELL.—NANNETTE BOLTON FELTWELL, in her 6th year.
Services at the residence of her father, Hunt's Point, Thursday, 10th inst., at 2 o'clock P. M. The parishioners of Grace Church, West Farms, are specially invited.

HARTSHORN.—On Monday, July 7, WILLIAM L. HARTSHORN, in the 40th year of his age.
Funeral services from his late residence, No. 437 East 57th-st., on Wednesday next, at 1 P. M. Relatives and friends of the family; also, members of Manhattan Lodge, No. 62, F. and A. M.; Manhattan Chapter, No. 184, R. A. M.; Manhattan Commandery, No. 31, K. T., are respectfully and fraternally invited to attend.

JACKSON.—On the 8th inst., NATHANIEL JACKSON, in the 63d year of his age.
Relatives and friends are invited to attend the funeral, at Friends' Meeting-house, Flushing, on Fifth Day, (10th inst.,) at 11 A. M.

NEILSON.—At New-Brunswick, N. J., on Monday, 7th inst., in the 55th year of his age, WILLIAM STAATS NEILSON, son of the late Dr. John Neilson, of this City.
The relatives and friends of the family are invited to attend the funeral, from Christ Church, New-Brunswick, on Wednesday, 9th inst., at 4 o'clock P. M., without further invitation.

TAPPAN.—On Monday, July 7, HELENA A. GLASIER, wife of C. P. Tappan, Jr.
Relatives and friends are invited to attend the funeral on Thursday, 10th inst., at 2 o'clock P. M., at the residence of her father-in-law, C. P. Tappan, No. 554 Henry-street, Brooklyn.

TAYLOR.—At Montclair, N. J., Monday, July 7, EDITH ISABELLE TAYLOR, in the 10th year of her age.
Relatives and friends of the family are invited to attend the funeral, from her father's residence, in Montclair, on Wednesday afternoon, at 4 o'clock. Cars leave foot of Barclay and Christopher streets at 2 o'clock P. M. Carriages will be in attendance at the depot in Montclair.

STONE.—In Rahway, on July 7, 1873, SUSAN, widow of the late Alfred Stone, in the 82d year of her age.
The relatives and friends of the family are invited to attend the funeral on Thursday, July 10, at 3½ P. M., from the residence of her son, J. Henry Stone, on St. George's-avenue. Carriages will be at the depot on the arrival of the 2 P. M. train from New-York.

VANDERBILT.—RAMOND, infant son of Cornelius, Jr., and Susie A. Vanderbilt.
Funeral at Sixth-avenue Reformed Church, opposite Amity-street, on Wednesday afternoon, at 2 o'clock. Friends and relatives are invited to attend without further notice.

WARD.—On Tuesday, WILLIAM A., son of the late Samuel and Catharine E. Ward, aged 24 years.
Notice of funeral in to-morrow's paper.

WILLIAMS.—At Jersey City, July 7, THOMAS H. WILLIAMS, aged 61 years.
Funeral from the residence of his son, No. 134 West 34th-st., New-York, on this day, July 9, at 2 P. M. Relatives and friends are respectfully invited to attend without further notice.

MISCELLANEOUS.

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POLITICAL.

A SPECIAL MEETING OF THE REPUBLICAN ASSOCIATION of the Nineteenth Assembly District will be held THURSDAY EVENING, July 10, 1873, at 8 o'clock, at head-quarters, corner 70th-st. and Boulevard. By order of JOS. CUDLIPP, President.

THE REAL ESTATE MARKET.

At the Exchange, yesterday, Tuesday, July 8, the attendance was large, and quite a considerable business was transacted, all the sales announced for the day being consummated. The following is a review of the proceedings:

E. H. Ludlow & Co., under a Supreme Court foreclosure decree, Charles A. Hildreth, Esq., referee, sold a plot of land, in size 91.11 by 93 by 99.11 by 107.6, located on the east side of the Kingsbridge road, 9 feet north of One Hundred and Eighty-second-street, for $16,200, the purchaser being R. C. Fellows. The same firm also sold, under a similar legal order, William H. Hart, Esq., referee, one lot, 25 by 99.11, situate on the north side of One Hundred and Eighty-second-street, 105.6 feet east of the Kingsbridge road, for $3,400, which lot was also bought by Mr. Fellows.

Joseph McGuire, at an executor's sale, under the direction of John McLoughlin, Esq., executor, disposed of the following lots: One lot, 25.2 by 100, on Second-avenue, south-east corner of One Hundred and Tenth-street, sold for $6,200; one lot on Second-avenue, same size, adjoining above, sold for $4,000; one lot, same size, on Second-avenue, adjoining, sold for $3,800, and one lot, 25 by 100.10, on One Hundred and Tenth-street, south side, 100 feet east of Second-avenue, in rear of above, sold for $2,600, all purchased by Adam Heerman. Mr. McGuire also sold, at public auction, one full-size lot on One Hundred and Fifteenth-street, north side, 95 feet east of First-avenue, to S. Blessing, for $2,325.

Hugh N. Camp, at public auction, to settle a breach of contract, sold five unfurnished two-story and basement mansard-roof brown-stone-front houses, with lots in size each 17.1 by 100.11, situate on One Hundred and Twelfth-street, south side, 102.6 feet east of Fourth-avenue, for $5,400 each; purchaser, Daniel R. Kendall, a party in interest.

A. J. Bleecker, Son & Co., by order of the Supreme Court in partition, Philo T. Ruggles, Esq., referee, disposed of the premises known as No. 408 First-avenue, east side, 495 feet north of Twenty-fourth-street, embracing a lot 24.8 by 100, with a two-story frame building on the front thereof, and frame sheds in rear, for $10,000, the buyer being Lewis Johnston.

The closing sale of the day was made by James M. Miller, who, by order of the Supreme Court in foreclosure, sold a two-story English basement house, with lease of lot, 25 by 91.11, on West Twenty-first-street, south side, 100 feet west of Tenth-avenue, for $9,250; purchaser, E. D. Lindsey. The lease sold is dated May 1, 1869; term, twenty-one years, with renewal for similar term. Ground about $250 per annum, taxes and assessments.

Concerning the suburban auctions held yesterday by Jere. Johnson, Jr., at Elizabethport, N. J., and by J. M. Gibson at Lafayette, Jersey City, reports as to result will be made to-morrow.

The sale held at Evona Station, Plainfield, N. J., on Monday, July 7, by A. D. Millick, Jr., & Co., was well attended, and thirty-eight plots, each containing three city lots, were sold at prices varying from $95 to $240 per lot, an average of about $140 apiece, and an aggregate of nearly $14,000. Blackwell & Co. also sold at Tarrytown, Westchester County, on Monday, five plots of land, situated on College and Valley streets, for $3,190 in the total. The purchasers of these plots were Messrs. Fischer, Schale, Henneshedt, Odell and Conners, residents of the neighborhood. Details of both these auctions are annexed.

TO-DAY'S AUCTIONS.

The sales noticed for to-day are as follows:

By James M. Miller, at the Exchange, adjourned Supreme Court foreclosure sale, Geo. A. Hasley, Esq., referee, of a three-story brick house and four lots, on East Eighteenth-street, north side, 129.2 feet east of Broadway—a valuable property. Lots together form plot 81.9 by 92 by 75 by 95.7. Also Supreme Court foreclosure sale, H. W. Eastman, Esq., referee, of two lots, each 25 by 99.11, on West One Hundred and Forty-eighth-street, south side, 400 feet east of Eleventh-avenue. Also adjourned Supreme Court foreclosure sale, Chas. A. Jackson, Esq., referee, of the premises Nos. 48, 50, and 52 Orchard-street, east side, 200 feet south of Grand-street, comprising a plot 75 by 87.6, with four-story brick building, known as the Walhalla Assembly Rooms, covering same, thereon.

By Wm. Kennelly, at the Exchange, Supreme Court foreclosure sale, George L. Ingraham, Esq., referee, of three lots, with improvements, on West Thirtieth-street, south side, 34 feet east of Seventh-avenue. Lots together in size, 64 by about 98.9, rear irregular.

By E. H. Ludlow & Co., at the Exchange, foreclosure sale, by order of the Court of Common Pleas, C. W. Pleasants, Esq., referee, of a plot of land, with three-story brick buildings thereon, known as Starr's Armory, situate on West Houston-street, north-west corner of Bedford-street, the plot having a front on each street of about 100 feet.

By Hugh N. Camp, at the Exchange, receiver's sale under the authority of Henry E. Davies, Jr., Esq., of nineteen acres of land, located in the town of Cortland, Westchester County.

By Jere. Johnson, Jr., at Mount Vernon, Westchester County, on the ground at 12 M., partition sale, under the direction of a referee, of 200 very desirable lots known as the Farrington estate, located but one mile from the new City line when established, adjacent to three railway depots, close by Chester Hill, and in the midst of finely improved property. An important auction. Special train from the Grand Central Depot, New-York and New-Haven Railroad, at 11 o'clock.

EXCHANGE SALES, TUESDAY, JULY 8, 1873.

NEW-YORK.

By E. H. Ludlow & Co.

1 plot, King's Bridge road, e. s., 9 ft. n. of 182d-st., 91.11x93x99.11x107.6	$16,200
1 lot, 182d-st., n. s., 105.6 ft. e. of King's Bridge road, 25x99.11	3,400

By Augh N. Camp.

5 unfinished 2-story and basement mansard roof b. s. front h. and ls., E. 112th-st., s. s., 102.6 ft. e. of 4th-av., lots each 17.1x100.11, $5,400, each	$27,000

By Joseph McGuire.

1 lot, 2d-av., s. e. corner 110th-st., 25.2½x100	$6,200
1 lot, 2d-av., e. s., 25.2½ ft. s. of 110th-st., adjoining above, same size	4,000
1 lot, 2d-av., e. s., 50.5 ft. s. of 110th-st., adjoining above, same size	3,800
1 lot, East 110th-st., s. s., 100 ft. e. of 2d-av., in rear of above, 25x100.10	2,600
1 lot, East 115th-st., n. s., 95 ft. e. of 1st-av., 25 x100.10	2,325

By A. J. Bleecker, Son & Co.

1 2-story frame house, frame sheds, and lot, No. 408 1st-av., e. s., 49.5 ft. n. of 24th-st., lot 24.8x100, house 37 ft. deep	$10,000

By James M. Miller.

1 4-story English basement brick house and lease of lot, West 21st-st., s. s., 100 ft. w. of 10th-av., lot 25x91.11, lease dated May 1, 1869, term 21 years, with covenant for one renewal, ground rent $250 per annum, taxes and assessments	$9,250

SUBURBAN AUCTIONS—MONDAY, JULY 7.

TARRYTOWN, N. Y.

By Blackwell & Co.

1 lot, No. 1 College-av., s. e. corner of Valley-st., 23x75	$1,000
1 lot, No. 9 Valley-st., e. s., 175 ft. s. of College-av., 25x100	525
1 lot, No. 11 Valley-st., e. s., 225 ft. s. of College-av., 25x100	560
1 lot, No. 13 Valley-st., e. s., 275 ft. s. of College-av., 25x100	570
1 lot, No. 15 Valley-st., e. s., 325 ft. s. of College-av., 25x100	535

EVONA STATION, PLAINFIELD, N. J.

By A. D. Mellick, Jr., & Bro.

3 lots, block No. 3, corner of South and Rock avs.; George Miller, Plainfield, $240 each	$720
3 lots, block No. 3, on Rock-av.; G. D. Turner, Plainfield, $165 each	495
3 lots, block No. 3, on Rock-av.; M. C. Underwood, New-York, $160 each	480
3 lots, block No. 3, on Rock-av.; M. C. Underwood, New-York, $160 each	480
3 lots, block No. 3, on Rock-av.; George Miller, Plainfield, $165 each	495
3 lots, block No. 3, on Rock-av.; G. B. Huestes, New-York, $140 each	420
3 lots, block No. 3, on Rock-av.; M. C. Underwood, New-York, $145 each	435
3 lots, block No. 3, on Rock-av.; G. B. Huestes, New-York, $132 each	396
3 lots, block No. 3, on Elm-st.; G. B. Huestes, New-York, $125 each	375
3 lots, block No. 3, on Elm-st.; G. D. Turner, Plainfield, $120 each	360
3 lots, block No. 3, on Elm-st.; G. D. Nurner, Plainfield, $115 each	345
3 lots, block No. 3, on Elm-st.; G. D. Turner, Plainfield, $105 each	315
3 lots, block No. 4, on Elm-st.; G. D. Turner, Plainfield, $110 each	330
3 lots, block No. 4, on Elm-st.; G. H. Brand, Bergen, N. J., at $100	300
3 lots, block No. 4, on Elm-st.; C. Lewis, New-York, at $95	285
6 lots, block No. 4, on Rock-av.; J. R. Walton, Brooklyn, N. Y., at $110	660
3 lots, block No. 4, on Rock-av.; N. Vars, Dunellen, N. J., at $95	285
3 lots, block No. 4, on Rock-av.; J. Collins, Plainfield, N. J., at $95	285
3 lots, block No. 4, on Rock-av.; Lewis, at $85	255
3 lots, block No. 3, on South-av.; C. Boice, Dunellen, N. J., at $140	420
3 lots, block No. 3, on South-av.; Lewis, at $145	435
3 lots, block No. 3, on South-av.; P. J. Flanagan, Plainfield, at $135	405
6 lots, block No. 3, on South-av.; Wm. H. Corelll, Plainfield, at $121	726
3 lots, block No. 3, on South-av.; D. D. Rogers, Plainfield, at $130	390
3 lots, block No. 2, on South-av.; N. Newcomb, New-York, at $145	435
3 lots, block No. 2, on South-av.; Patrick Keely, New-York, at $120	360
3 lots, block No. 2, N. Vars, Dunellen, N. J., at $115	$345
3 lots, block No. 2, N. Vars, Dunellen, N. J., at $140	420
3 lots, block No. 2, N. Vars, Dunellen, N. J., at $110	330
3 lots, block No. 2, J. Collins, New-York, at $112 50	337
6 lots, block No. 2, N. Runyon, Plainfield, N. J., at $160	480
3 lots, block No. 2, N. Vars, Dunellen, N. J., at $125	375
6 lots, block No. 2, G. D. Turner, Plainfield, N. J., at $125	375
Total	$13,159

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Monday, July 7.

Mercer-st., No. 213, w. s., between Bleecker and Amity sts., 25x100	$35,000
Orchard-st., w. s., 25 ft. s. of Delancey-st., 25.9 x87.6	3,500
6th-st., n. s., 250 ft. w. of 1st-av., 25x90.10	17,500
Same property	17,500
25th-st., n. s., 175 ft. w. of 2d-av., 20x98.9	9,000
29th-st., n. s., 200 ft. w. 2d-av., 25x98.9	7,500
Same property	1,617
30th-st., s. s., 118.7 ft. e. of 2d-av., 21x98.9	11,500
33d-st., s. s., 300 ft. w. of 6th-av., 25x27.3	9,000
46th-st., s. s., 150 ft. w. of 2d-av., 25x100.5	16,275
67th-st., n. s., 300 ft. e. of 3d-av., 25x77.3	3,500
76th-st., n. s., 125 ft. e. of 1st-av., 19x102.2	5,500
109th-st., n. s., 160 ft. w. of 2d-av., 20x100	6,500
113th-st., s. s., 295 ft. w. of 5th-av., 30x100	10,000
120th-st., s. s., 125 ft. e. of 3d-av., 25x126	14,000
134th-st., n. s., 100 ft. e. of 5th-av., 100x99	24,000
Claremont-av., e. s., 500 ft. n. of 122-st., 75x70.5 to Centre Bloomingdale road, x thence s. 63.5, x thence again s. 18.8, x thence w. 86.6	12,750
Avenue A, w. s., 23 ft. n. of 19-st. 46x93.10	20,000
2d-av. w. s., 23 ft. s. of 12-st. 20x80	5,050
2d-av. w. s., 63 ft. s. of 12-st. 20x80	5,000
2d-av. w. s., 43 ft. s. of 12-st. 20x80	5,000
3d-av. e. s., 25 ft. s. of 128-st. 18.8x105	20,000
3d-av. e. s., 43.8 ft. s. of 128-st. 18.8x105	20,000
6th-av. w. s., extending from 138 to 139-sts. 199.10	70,000

LEASES RECORDED.

Bowery, No. 15, 5 years, per year	5,000

CITY REAL ESTATE.

THE FOLLOWING BROADWAY PROPERTY for sale or to lease: South-west and North-west corner of Broadway and 40th-sts.; also south-west corner of Broadway and 41st-st., including the whole block to 7th-av.
Inquire of J. G. ATTRIDGE & SON, Agents, or to C. F. HUNTER, President of the People's Bank, Canal-st.

FOR SALE.—THE BEST SMALL MODERN THREE-story house in the Fifth Ward, near Canal-st.; only $3,000 cash required; possession at any time.
JAMES PRICE, No. 200 Hudson-st.

COUNTRY REAL ESTATE.

FOR SALE OR TO LET—TASTY AND COMfortable cottage residence, with wide halls, verandahs, ample shade, lawn, garden, small and large fruit, gas, bath, hot and cold water, closets, &c.; only forty minutes' pleasant ride, (fine views, no dust,) from Liberty-st.; frequent trains till midnight, low fares; near depots; pavements, &c.; $12,000; terms to suit; can have carpets, part furniture, and use of stable if required; $12,000. Apply at West Elizabeth Depot, Central Railroad of New-Jersey, or to No. 93 Cedar-st., New-York.

$4,000.—RARE CHANCE TO GET A Beautiful Home for a Small Sum.—House and small barn in good order and in a good location, with four city lots at Mount Vernon, on New-Haven Railroad. For full particulars, apply to
RIKER, HESSE & CO.,
No. 5 Pine-st.

FOR SALE.—AT WESTCHESTER, A HANDSOME Italian cottage, situated on the highest point of land on Throgg's Neck; two acres of land, near steam-boat landing, and within walking distance of proposed new depot on Port Chester and Harlem Railroad; price low; terms easy. Apply to H. H. CAMMANN, No. 25 Pine-st.

FOR SALE NEAR ROSSVILLE, STATEN Island, a country residence; twenty-seven acres, well stocked with fruit; fine grove and shore front; would make a good club property; good fishing.
Address WOOD & HUGHES, No. 16 John-st.

DARIEN, CONN.—FOR SALE, AT REDUCED figures, a charming place of three acres, good house, barn, &c.; garden and shade; near the Sound; excellent fishing, boating, and bathing. JAMES PRICE, No. 200 Hudson-st.

FOR SALE OR TO RENT—A BEAUTIFUL LITtle cottage, with nine rooms, delightfully situated, commanding a fine view of the Hudson, having fruit and vegetable garden; will be rented or sold at a bargain. Address L. D. MANSFIELD, Nyack, N. Y.

PLAINFIELD, N. J.

First-class house for sale on very easy terms, or to rent. Inquire of C. POTTER, Jr., & CO., No. 12 Spruce-st., New-York.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

A NEATLY-FURNISHED COTTAGE AT Tarrytown to let or for sale, with half-acre of land, containing choice fruit. E. A. DAILEY, Everett Library, No. 588 6th-av.

FOR SALE OR EXCHANGE FOR COUNTRY LOTS—A mantle mirror and other furniture. Apply at Room No. 8 Market Bank.

LONG BRANCH.—FOR SALE—TWO PLOTS OF one and a half acres each, near Ocean-av. and West End Hotel. JAMES PRICE, No. 200 Hudson-st.

ATTRACTIVE COTTAGES, NEAR PLAINFIELD at cost; no charge for the ground; adapted for small families; easy terms. JAQUES, No. 208 Broadway.

STORES, &C., TO LET.

OFFICES TO LET
IN
TIMES BUILDING.
SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

DWELLINGS TO LET.

TO LET IN BROOKLYN—THE THREE-STORY frame house, No. 231 Schermerhorn-st., about one mile from the ferries; contains twelve rooms; has now been improved, with range, tubs, heater, bath, gas, &c., and thoroughly painted; will be ready for occupation July 10; rent to a small family, $75 per month. Apply to CHARLES JENKINS, No. 22 Monroe-place.

TO RENT—ON FORDHAM HEIGHTS, WESTCHESter County, a first-class county place, containing six acres of land, large mansion, with all necessary outbuildings, fine garden, with greenhouse and grapery, half a mile from railroad depot; would be rented for a term of years to a desirable tenant, as the owner is going to Europe. Apply to H. H. CAMMANN, 25 Pine-st.

REAL ESTATE AT AUCTION.

A. J. BLEECKER, Auctioneer.

TRUSTEE'S SALE
BY
P. H. JONES,
TRUSTEE FOR THE UNITED STATES.
SALE WITHOUT RESERVE.
A. J. BLEECKER, SON & CO
WILL SELL AT AUCTION, ON THE PREMISES,
TUESDAY, JULY 15, 1873,
AT 1 P. M.,
105 ACRES OF LAND,
LAID OUT IN
VILLA PLOTS AND CITY LOTS,
AT
PLAINFIELD, N. J.

The property is beautifully situated on the "Short Hills" or "Ridgeview," adjoining the City of Plainfield. Sixty per cent. can remain on mortgage. Maps and tickets for the train at Auctioneer's office, No. 77 Cedar-st.

JERE. JOHNSON, Jr., Auctioneer.
Oh come to the auction this great day,
With Johnson in July;
Such lots as these are sure to pay,
Then come prepared to buy.
GORGEOUS SUMMER GALA
by the
ATLANTIC OCEAN.
400 SEA-SIDE LOTS
will be sold by
IMPERATIVE AUCTION SALE
at
FAR ROCKAWAY,
Long Island,
on the estate of John Mott, deceased, between elegant villas of Messrs. Birdsall, O'Donohue, and Lamontagne, and the splendid residence of D. D. Lord, and near all the hotels and depots,
TUESDAY, JULY 15.
No expense will be spared to make this the Grand Chef d'Œuvre of the Season.
Read arrangements.
TWO TRAINS, TWO BANDS, TWO TENTS.
SUPERB APPETIZING COLLATION.
A CONSTANT SUCCESSION OF SALUTES.
THE WORLD-RENOWNED HARRISON.
Property first-class; will bear inspection.
Lots are by the sea-side, within a few moments of hotels.
If stormy sale will take place Wednesday, July 16.
Special trains will leave New-York via Long Island and South Side Railroads at 12 o'clock noon, sharp. Personal application must be made for tickets to JERE. JOHNSON, Jr., No. 21 Park Row, New-York.

GROCERIES, &C.

NOTICE.—S. DAVIS, JR., & CO.'S CELEBRATED Sugar-cured Hams and Breakfast Bacon; also, a general assortment of fine Groceries at the old stand of Tilford & Co., No. 10 4th-av., opposite Cooper Union; established 1859. WM. H. VOY, successor and surviving partner.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the "Times" Up-Town Office,
No. 54½ West 32d-st., junction Broadway and 6th-av.
And the "Times" West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

A WIDOW LADY WISHES A POSITION THAT would give her a home for herself and child, two years old; was a teacher and is accustomed to the care of children in a family; references exchanged. Address M. S. R., Box No. 3,235 Post-office, New-York.

A NUMBER OF GERMAN SERVANTS, FOR all capacities, highly recommended, constantly found at No. 318 Bowery, entrance on Bleecker-st.
MRS. LOWE.

ALL SUMMER HOUSES.—PRIVATE FAMILIES wishing first-class help, all nationalities, City or country, any capacity, should call at No. 138 6th-av., over drug-store.

COOK.—BY AN ENGLISH PROTESTANT WOMAN as first-class cook; would go a short distance in the country for the Summer; has the best of City reference. Can be seen until engaged at No. 329 East 11th-st., between 1st and 2d avs.

SITUATIONS WANTED.

FEMALES.

COOK.—BY A PROTESTANT WOMAN AS FIRST-class cook; understands French, English, and American cooking; no objection to hotel, boarding-house, or private family; City or country; can be seen until engaged; best of City reference. Call at No. 447 West 19th-st., between 9th and 10th avs.

COOK.—BY AN AMERICAN WOMAN OF THIRTY; very respectable and an expert cook; can do French or English cooking, bone, lard, meats, game, and soups of all kinds, pastry, creams, jellies, ices, &c., country or City; terms moderate; best testimonials. Apply at No. 335 4th-av.

COOK.—BY A MIDDLE-AGED PROTESTANT COLored woman, in a private family, hotel, or boarding-house; understands the cooking of soups, meats, game, pastry, &c.; is willing and obliging; excellent references; no objection to the country. Can be seen at No. 138 6th-av., over drug-store.

COOK.—BY A YOUNG WOMAN, AS SUPERIOR family cook; makes excellent bread and biscuit, soups, desserts, &c.; no objection to the country; can give unexceptionable City reference. Can be seen to-day at Odell's Agency, No. 109 West 34th-st., near Broadway.

COOK.—BY A RESPECTABLE GIRL AS A COOK, and would assist with the washing and ironing; understands all kinds of meats and soups; excellent bread and biscuit making; best City reference; no objection to go a little way in the country. Call at No. 254 West 30th-st., second floor, back room.

COOK.—BY A RESPCTABLE PROTESTANT WOMAN, as first-class cook; understands cooking in all its branches; is an excellent baker of bread and pastry; is careful and obliging; City or country; best City reference. Call at No. 205 West 27th-st., near 7th-av.

COOK.—BY A GERMAN GIRL, WITH TWO YEARS experience as order cook, to cook, and will assist with the washing and ironing; is twenty-five years of age, and not afraid of work; would prefer a quiet place in the country. Call at No. 106 6th-av., over blue store.

COOK.—BY A FIRST-CLASS GERMAN PROTESTant cook; is thorough in English, French and German cooking; can give the very best reference from first families. Call at Employment and Insurance Office, No. 721 6th-av., Reservoir-square.

COOK.—BY A THOROUGHLY EXPERIENCED COOK in all sorts of family cooking, baking, and making desserts; is willing to go to the country; can help in the washing in a small family; the very best of references. Call at No. 621 6th-av., between 36th and 37th sts.

COOK.—BY A PROTESTANT WOMAN; HIGHLY respectable; very good cook; meats, game, soups, pastry, creams, jellies, side-dishes, good baker; country or City; best testimonials for honesty, sobriety, and as cook. Call at No. 335 4th-av.

COOK.—BY A NEAT, INDUSTRIOUS GIRL, AS COOK and laundress, or general servant; will be found a respectful, economical, and willing servant, and thoroughly capable; best references given; City or country. Call at No. 111 Atlantic-st., Brooklyn.

COOK.—BY A RESPECTABLE WOMAN AS FIRST-class cook; understands both French and English cooking, boning, larding; has good City reference; no objection to the country. Apply at Bedell's, 340 4th-av.

COOK.—BY A FIRST-CLASS COOK AND BAKER; the best of City reference for honesty and sobriety. Can be seen at her present employer's, after 10 o'clock, No. 41 West 10th-st.

COOK.—A FIRST-CLASS GERMAN COOK IN A PRIvate family; wages $18 to $20. Address T. D. Hashagen, Tomkinsville, Staten Island.

COOK, OR GENERAL HOUSE-WORK.—BY a neat, industrious girl; is an excellent washer, ironer, and cook; a respectful, willing, and economical servant; City or country; highly recommended. Call at No. 111 Atlantic-st., Brooklyn.

COOK—WAITRESS.—BY TWO VERY NEAT, respectable young women (sisters) together, one as cook and coarse washing, and the other as chamber-maid and waitress, or first-class waitress in a private family; have the best of City references; no objection to the country. Apply at Bedell's, 340 and 342 4th-av.

COOK AND ASSIST WITH WASHING.—BY a respectable woman who thoroughly understands her business in every branch; makes excellent bread, biscuits, pastries, &c.; wages moderate in a good home; has best reference. Call at No. 138 West 11th-st., corner 6th-av.

COOK, WASHER, AND IRONER.—IN COUNtry or City, by a cook, washer, and ironer; she is an excellent bread and cake maker, and can furnish good references. Apply at No. 87 3d-av., corner 12th-st.

CHAMBER-MAID AND WAITRESS.—BY A respectable young girl, in a private family; has unexceptionable references as to character and ability; is willing and obliging; no objections to the country; understands her work thoroughly. Can be seen at No. 138 6th-av., over drug-store.

CHAMBER-MAID, &c.—BY A NEAT YOUNG woman, as first-class chamber-maid and waitress, or chamber-work and care of growing children; is willing and obliging; City or country; best City reference. Call at No. 205 West 27th-st., near 7th-av.

CHAMBER-MAID AND WAITRESS, WASHing or House-worker.—By a real good girl, willing to work and make herself agreeable in every way; can give the best of references. Call or address No. 621 6th-av., between 36th and 37th sts.

CHAMBER-MAID OR HOUSE-WORK.—BY a German young woman; speaks very little English; is obliging, and understands her business thoroughly. Can be seen at Odell's Agency, No. 109 West 34th-st., near Broadway.

CHAMBER-MAID.—BY A COMPETENT GIRL AS chamber-maid and waitress; is willing to assist in the washing and ironing; has excellent reference. Call at No. 46 West 38th-st.

CHAMBER-MAID.—BY A RESPECTABLE YOUNG girl as chamber-maid and waitress; no objections to the country; best reference. Call at 12 West 44th-st.

DOMESTIC HELP
of all nationalities, including
FRENCH AND GERMAN,
constantly on hand at
ODELL'S,
No. 109 West 34th-st., near Broadway.
ALL LANGUAGES SPOKEN.
ESTABLISHED 1852.

EMPLOYERS WANTING EXCELLENT COLored cooks, laundresses, chamber-maids, waitresses, pantry-maids, dish-washers, scrub-women, &c., can be supplied at the shortest notice at SIMMS' Select Agency, No. 543 6th-av. Summer boarding-houses and hotels a specialty.

HOUSE-WORK.—BY A TIDY YOUNG WOMAN, who is desirous of obtaining a good permanent home in a private family, at moderate wages; can do plain cooking, good washing and ironing, and will be generally useful in any capacity. Call at No. 138 West 11th-st., corner of 6th-av.

HOUSE-WORK.—BY A GERMAN YOUNG WOMan who is a good plain cook and good laundress; willing to do house-work of all kinds; good reference; speaks very little English. Can be seen to-day at Odell's Agency, No. 109 West 34th st., near Broadway.

HOUSE-WORK.—BY A RESPECTABLE YOUNG German girl, in a private family; is a good cook and a thorough laundress; is willing and obliging; understands her work thoroughly; no objection to the country. Can be seen at No. 138 6th-av., over drug-store.

HOUSE-KEEPER.—BY A PRACTICAL GERMAN woman, a first-class cook or house-keeper; understands her business in all its branches; City or country; good City references. Call or address No. 106 Spring-st., in store.

HOUSE-WORK.—BY A GOOD GERMAN WOMAN, to do general house-work; is a plain cook, a good washer and ironer. Apply at No. 127 Norfolk-st., of M. Hild.

LADY'S MAID.—BY A RESPECTABLE WOMAN as lady's maid and seamstress; thoroughly understands dressing hair, dress-making, &c.; is a good operator; has best of City references. Apply at Bedell's, No. 340 4th-av.

LAUNDRESS, CHAMBER-MAID, AND Laundress or Fine Washer.—By a very respectable Protestant woman; she is a thorough laundress; French fluting and all kinds of fine work; country or City; very best testimonials. Apply at No. 335 4th-av.

LAUNDRESS, CHAMBER-MAID AND Laundress, or to do Fine Washing.—By a very respectable young woman; excellent laundress; French fluting and all kinds of fine work; very best testimonials; country or City. Call at No. 335 4th-av.

LAUNDRESS.—BY A STRONG YOUNG WOMAN, as first-class laundress; does all kinds of French fluting, puffing, polishing; no objection to the country; excellent references. Can be seen at Odell's Agency, No. 109 West 34th-st., near Broadway.

LAUNDRESS.—BY A FIRST-CLASS LAUNDRESS who understands her business perfectly; or would do chamber-work or sewing; can give reference for either work from first families. Call at the Employment Office, No. 721 6th-av., Reservoir Park.

LAUNDRESS.—BY A PROTESTANT YOUNG woman, as laundress or as chamber-maid, and to do fine washing; City reference. Call or address No. 217 East 25th-st., near 3d-av.

LAUNDRESS.—BY A FIRST-CLASS LAUNDRESS in a gentleman's family; Protestant English woman; excellent references. Apply at Norton's, No. 3 Whitehall-st.

NURSE AND MAID.—BY A REFINED YOUNG Italian woman; speaks good French and Spanish; understands children, and is a good seamstress; plain hair-dresser; would do light chamber-work; can give satisfactory references. To be seen from 9 A. M. till 2 P. M. at No. 621 6th-av., between 36th and 37th sts., first floor.

NURSE.—BY AN ENGLISH PROTESTANT YOUNG woman; neat, tidy, and very respectable; recommended as infant's nurse or grown children; can take entire charge of an infant from birth; good seamstress; useful, kind, and obliging; best testimonials; country or City. Call at No. 335 4th-av.

NURSE.—BY A PROTESTANT YOUNG WOMAN AS thorough infant's nurse; is capable of taking sole charge and of bringing it up by the bottle; excellent City reference given; wages not so much an object if settled in a good family; no objection to the country. Call or address No. 109 West 15th-st., rear.

NURSE.—BY AN ENGLISH PROTESTANT NURSE; is thoroughly competent and reliable; can take charge of an infant from its birth; has the highest reference. Call at office, No. 721 6th-av., Reservoir-square.

NURSE.—BY A SUPERIOR FRENCH GIRL AS nurse, or nursery governess to growing children; speaks English; is highly spoken of by her last employer; is very neat and pleasant disposition. Inquire at No. 602 6th-av.

NURSE.—BY A VERY COMPETENT WOMAN TO take entire charge of an infant; has the best testimonials from last employer with whom she lived over five years; is willing, obliging, and very neat and pleasant disposition. Inquire at No. 602 6th-av.

NURSE.—BY A RESPECTABLE YOUNG PROTEStant girl in a private family; has unexceptionable references; no objection to assist with the chamber-work; is willing and obliging; no objection to the country. Can be seen at 138 6th-av., over drug-store.

NURSE.—BY AN INFANT'S NURSE; SHE IS young and thoroughly competent; or as nurse and plain seamstress for grown children; country preferred. Can be seen at No. 405 5th-av.

NURSE.—BY A WET NURSE, WITH SATISFACtory reference. Apply at No. 204 6th-st., near Bowery, second floor, front, after 10 A. M., for three days.

SEAMSTRESS.—BY A MOST COMPETENT CUTter, fitter, and can dress hair beautifully; can make all sorts of fancy clothes, dresses; also, plain mending, if required; best of references; speaks French. Call at No. 623 6th-av., between 36th and 37th sts.

SEAMSTRESS.—BY A FIRST-CLASS SEAMstress; no objection to the country; excellent City reference. Call at No. 370 3d-av.

FINANCIAL.

A
SOUND INVESTMENT SECURITY.
7 PER CT. GOLD BONDS
OF THE
INDIANAPOLIS, BLOOMINGTON AND WESTERN RAILWAY.
AN EAST AND WEST TRUNK LINE.

Total Length of Line	420 miles
Completed	335 miles
In Operation	309 miles
Under Construction	85 miles

These BONDS have UNUSUAL STRENGTH, being secured by a FIRST and ONLY MORTGAGE on an extension of 217 miles, and are a liability of the entire corporation representing 420 miles.

NET EARNINGS of the Road LARGELY EXCEED ALL INTEREST.

Receipts for 1872 .... $1,359,690

A gain of $395,000 over 1871 on same number of miles.

Receipts for June, 1873 .... $136,178 44

An examination of the route will show conclusively that the road penetrates a country of great productive capabilities, has a local business far more than self-supporting, and that it is A TRUNK LINE.

Diverging at Champaign, the road has two Western terminal points, Peoria and Keokuk, from which, through its own connections, already in a forward state of construction, it will reach St. Paul, in Minnesota, and Grand Island, in Nebraska, the latter route following the borders of Missouri and Iowa, and passing through the rich South Platte Valley. The amount of through business from these sources, and from intersecting lines, will be of great magnitude.

From Indianapolis the Road has close connections with all the great diverging routes leading to the Atlantic coast, and also with Roads leading to the Ohio River and points South.

We offer the bonds at 90 and interest in currency, and, with our knowledge of the management and business of the Road, can recommend them UNQUALIFIEDLY as being

SAFE FOR ALL INVESTMENT PURPOSES.

TURNER BROTHERS
Bankers, No. 14 Nassau-st.

NORTH CAROLINA SPECIAL TAX BONDS.—Notice is hereby given to all holders of these bonds intending to join suit under Hon. Reverdy Johnson, that more than the required number have given assent, and all assents and assessments must be presented to the committee on or before July 15, 1873.
THOMAS DENNY, Jr., Chairman,
No. 39 Wall-st., New-York.

JOHN MUNROE & CO.,
BANKERS, NO. 8 WALL-ST., NEW-YORK,
ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

JAMES G. KING'S SONS,
BANKERS,
No. 31 NASSAU-ST.,
issue LETTERS OF CREDIT upon London and Paris, available in all the principal cities on the Continent.
Buy and sell Exchange on London, Paris, Amsterdam, Edinburgh, and Glasgow.

SITUATIONS WANTED.

FEMALES.

SEAMSTRESS AND CHAMBER-MAID.—BY a French young woman; understands dress-making and all kinds of fine family sewing; willing to make herself useful; is a good operator on the machine. Can be seen at Odell's Agency, No. 109 West 34th-st., near Broadway.

WAITRESS.—BY A PROTESTANT YOUNG woman, who has superior City reference for ability and character that will bear the strictest investigation; is neat, obliging, and not afraid of work. Can be seen at Odell's Agency, 109 West 34th-st., near Broadway.

WAITRESS.—BY A RESPECTABLE WOMAN AS first-class waitress; is thoroughly competent, and well recommended; no objection to the country. Apply at Bedell's, No. 340 4th-av.

WANTED—BY A LADY, WITH BEST CITY REFerences, literary work for authors or publishers; copying, revising, or correcting manuscript, correspondence, reading, proof reading, or anything which common sense, literary tastes, and some experience can enable one to do. Address L., Station F., New-York.

MALES.

THE FREE EMPLOYMENT OFFICE OF the Bowery Branch Young Men's Christian Association, No. 134 Bowery, furnishes employers promptly with all kinds of male labor free of charge. Men forwarded to the country on receipt of fare. Call or address (with stamp inclosed) W. B. CHURCHILL.
Rev. JOHN DOOLY,
General Secretary of the Bowery Branch.

BAR-KEEPER.—IN SUMMER HOTEL; FIRST-class references from hotel just left; age thirty; no incumbrance; salary moderate; can keep accounts, and take the management, if required. Address Mr. Norton, No. 3 Whitehall-st., Castle Garden.

COOK.—BY A FIRST-CLASS FRENCHMAN COOK; thoroughly understands his business; is very respectable; expert at ice-creams, jellies, desserts and all kinds of of fancy dishes; excellent references. Address C. C., Box No. 59 Up-town *Times* Office, No. 54½ West 32d-st.

COACHMAN, &c., COOK, &c.—ON A GENtleman's place in the country, by a man and wife; the man as coachman and plain gardener, &c.; the wife as cook and laundress; both are reliable and trustworthy servants; willing and not afraid of work; best of references. Apply or address No. 42 Court-st., Brooklyn.

COACHMAN OR USEFUL MAN.—BY A REspectable North of Ireland Protestant, aged twenty-seven years; is an excellent driver and groom; can also milk and do plain gardening, and thoroughly understands all branches of farm work; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A FIRST-CLASS MAN, GERMAN; understands the care and management of horses and carriages; is a careful driver, sober, honest, and industrious; best City references from last and former employers. Call or address M. H., Coachman, No. 208 West 32d-st.

COACHMAN, &c.—BY A RESPECTABLE PROTestant man, aged thirty years, who thoroughly understands his duties as a coachman; can also do plain gardening, milk, mow lawn, and very handy with carpenter's tools; best recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A SCOTCHMAN, SINGLE, AS coachman and groom; has a full knowledge of the business; is willing and perfectly reliable; no objections to the country; best of City reference. Address W. R. B., No. 235 East 28th-st.

COACHMAN.—BY A FIRST-CLASS SINGLE MAN; thoroughly understands the proper care of horses, harness, and carriages; also, gardening; can milk if required; will be found willing and obliging; has the best of references. Address T. B., Box 201 *Times* Office.

COACHMAN.—BY A MIDDLE-AGED GERMAN coachman in some private family; is a good driver and groom; can do general work on a gentleman's place; is a single man, and has good City reference. Address J. G., Box No. 217 *Times* Office.

COACHMAN.—BY A FIRST-CLASS COACHMAN, (Scotch;) understands his business thoroughly; excellent references, which will bear strict investigation. Call or address Scotchman, No. 342 East 21st-st.

COACHMAN.—GOOD REFERENCES FROM LAST place. Apply to T. S., Box No. 243 *Times* Office.

GARDENER.—BY A SINGLE MAN WHO THORoughly understands the proper care of green-houses, graperies, fruits, vegetables, pleasure-grounds; has the best of references; is sober, industrious and obliging. Address D. C., Box No. 241 *Times* Office.

GARDENER AND USEFUL MAN.—BY A GERman, about a gentleman's place; can care for horses and cattle, milk, do plain gardening and general work; is a very careful driver; good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

NURSE.—BY A RESPECTABLE MAN TO TAKE care of an invalid gentleman; no objection to the country; best City references. Address T. I. P., Up-town *Times* office, No. 54½ West 32d-st.

USEFUL MAN, &c.—BY A STEADY, INDUSTRIous man; understands the care of horses, driving, plain gardening, milking, and the general work about a gentleman's place; is willing; not afraid of work, and can furnish the best of City references. Apply or address No. 42 Court-st., Brooklyn.

USEFUL MAN.—BY A PROTESTANT YOUNG man; in City or country at moderate wages; he is a good groom and a careful driver, and will strive to make himself useful to his employer; has good recommendations. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

WAITER—COOK.—BY A YOUNG FRENCHMAN and his wife in a private family; the man as waiter and his wife as first-class cook, (bon cordon bleu;) good references. Address A. E. R., Box No. 200 *Times* Office.

WAITER, PORTER, OR ASSISTANT WAITER in private family, Summer house, or hotel, by a respectable Scotchman, aged twenty-five years; is temperate, willing, and industrious. Can be seen at Carpenter's, No. 138 West 11th-st., corner 6th-av.

WAITER.—BY AN EXPERIENCED FRENCH waiter; speaks English thoroughly; has unexceptionable City references, which will bear the strictest investigation as to his abilities and general character. Address H. C., *Times* Up-town Office, 54½ West 32d-st.

WAITER.—BY AN ENGLISHMAN, AS WAITER IN a private family; good City references. Address A. N., No. 150 East 20th-st.

WAITER.—BY AN ENGLISHMAN AS WAITER IN a private family; good references. Address A. N., No. 150 East 20th-st.

HELP WANTED.

WANTED—PURCHASING AGENTS IN ALL LARGE cities for a celebrated Belfast (Ireland) ginger ale and other aerated waters, in great demand throughout the world. To first-class houses liberal terms will be given. Security required in United Kingdom. Apply to D. C., Post-office Box No. 5,587.

WANTED.—COMMERCIAL AGENT.—ANY AGENT who is traveling and selling ladies' furnishing goods, fancy goods, notions, millinery, or small wares of any kind, can double his sales and profits by applying at once to E. M. C., Room 2, Studio Building, Boston, Mass.

WANTED—A PROTESTANT LAUNDRESS AND waitress to go to the country. Call at No. 218 East 33d-st., between 10 and 12.

WANTED—A WOMAN, FOR GENERAL HOUSE-work; five in family; must understand washing and ironing. Call at No. 51 West 17th-st.

FINANCIAL.

$2,500,000
FIRST MORTGAGE GOLD BONDS
OF THE
Jacksonville, North-western and South-eastern
Railway, of Illinois.

Interest at the rate of seven per cent. per annum, paid Jan. 1 and July 1, at New-York, London, or Frankfort-on-the-Main, at the option of the holder. Bonds will be registered if desired.

This road is now completed from Jacksonville to a junction with the Chicago and Alton Railroad, at Virden, a distance of over thirty miles. The road, so far as completed, is thoroughly equipped, entirely paid for, in full operation, and it is upon *completed* road only that bonds are now offered at 90 and accrued interest in currency. The road will be 125 miles in length, and is bonded at $20,000 per mile, making total issue $2,500,000. This road traverses the garden of the State, crosses all the most important roads, controls the enormous coal mines at Virden, and its bonds are most highly esteemed by those whose investigation has been most searching. We have personally examined every detail of this company, and have gone repeatedly over the entire line. We are consequently enabled to recommend these bonds as an absolutely perfect security.

Pamphlets and further particulars may be had by applying to

GIBSON, CASANOVA & CO., Bankers,
No. 50 Exchange-place, New-York.

NEW-YORK AND OSWEGO MIDLAND
FIRST MORTGAGE BONDS.

With ample means at the command of the company, the unfinished section of the road is being PUSHED WITH ALL THE FORCE THAT CAN BE WORKED UPON IT, and we are assured that
Trains will be Running Through from New-York to Oswego by July 15.

The character of the road, and its unquestioned control of a large business in the immediate future, backed by the co-operation of wealthy capitalists, and experienced railroad men represented in its new direction, are a guarantee of the success of the Midland enterprise.

The earnings of the disconnected sections indicate a large and remunerative business on the completed road. Of the $8,000,000 First Mortgage Bonds, less than $500,000 remain unmarketed, and the loan may be closed out at any moment.

For the present we are offering this limited amount for sale, and recommend them as a
A FIRST-CLASS AND SAFE SECURITY.

GEORGE OPDYKE & CO.,
No. 25 NASSAU-ST.

CITY OF ROCHESTER
7 PER CENT. BONDS.

BY VIRTUE OF AN ACT OF LEGISLATURE PASSED APRIL 27, 1872, ENTITLED "AN ACT TO SUPPLY THE CITY OF ROCHESTER WITH PURE AND WHOLESOME WATER," THE SAID CITY IS AUTHORIZED TO BORROW AN AMOUNT NOT EXCEEDING THREE MILLIONS OF DOLLARS, AND TO ISSUE BONDS THEREFOR, AND PLEDGE THE CREDIT OF THE CITY FOR THE PAYMENT OF THE SAME WITH INTEREST.

A. C. Wilder, Mayor, City of Rochester.
Roswell Hart, President, Board Water Commissioners.

We offer the above bonds for Sale at PAR and interest from [illegible] 1, and unqualifiedly recommend them as a FIRST-CLASS investment. They have THIRTY YEARS to run, with interest payable January and July, at the office of the Transfer Agency, the Union Trust Company of New-York, and are issued in COUPON or REGISTERED FORM.

ROBINSON, CHASE & CO.
Bankers, No. 18 Broad-st.

Burlington, Cedar Rapids & Minnesota
RAILWAY
FIRST MORTGAGE GOLD 7 PER CENT.
CONVERTIBLE SINKING FUND BONDS,
MILWAUKEE DIVISION.

Earnings 1872, Minnesota line	$995,959 68
Net earnings 1872, Minnesota line	534,788 29
Interest requirements, Minnesota line	378,000 00

The earnings for the first five months of the present year were as follows:

January	$61,363 00
February	80,846 05
March	85,560 84
April	77,386 56
May	82,681 52
Total for five months	$387,837 97
The earnings during the same period of 1872 amounted to	330,447 57
And in 1871	140,368 89
The total earnings during the year 1872 were	995,959 68
The percentage of increase thus far, if continued, would make the earnings for the year 1873	1,145,000 00

That the increase thus far shown annually in this road is healthy and likely to continue, is demonstrated by the report of the Treasurer of the State, who shows that during the period of ten years past an almost unbroken annual increase of railway earnings has taken place throughout the State.

The above returns are from the Minnesota Division only of the Burlington, Cedar Rapids, and Minnesota Railway, 260 miles in length. The Milwaukee Division, 110 miles in length, stretching toward Milwaukee, will add a very largely increasing business on its full completion in July next.

These bonds, in addition to being a first mortgage upon the Milwaukee Division, which, as an independent enterprise, would render the bonds safe, are secured also by a lien upon the Minnesota Division, thereby rendering the securities now offered even more desirable than those upon the Minnesota Division, by reason of their being a double security.

The total indebtedness of the company is:

On the Minnesota Division	$5,400,000
On the Milwaukee Division	2,200,000

The total interest requirements on both lines amount to $532,000, whereas the net earnings of the Minnesota Division alone were $534,788 29 in 1872, and these are estimated in 1873 as in excess of $700,000. The earnings to be derived from the Milwaukee Division during the short period of the present year for which it will open, it is believed, will make the total gross earnings in excess of $1,500,000, and the net earnings in excess of $800,000.

The State of Iowa is the most prosperous State in the North-west, being the only State in the Union FREE FROM DEBT. The population has doubled in the last ten years, and now numbers a million and a quarter, which places the State in rank as number eleven in the Union, against number twenty in 1860. Emigration is constantly seeking this State in preference to others, the freedom from taxation, the natural advantages of the soil, and the liberal laws which allow aliens to acquire and hold real estate without naturalization offering special inducements to those going West.

The Burlington, Cedar Rapids and Minnesota Railway Bonds are, for intrinsic value, or security of principal and interest, inferior to none now upon the market.

At present prices they net more than 9 per cent. upon investment.

We are prepared to execute orders for these bonds at the market price.

HENRY CLEWS & CO.,
No. 32 Wall-st., New-York.

Central Railroad Company of New-Jersey.
CONVERTIBLE BONDS
DUE 1902.
For sale at par and accrued interest. Apply to
SAMUEL KNOX, Treasurer,
No. 119 Liberty-st.

WALKER, ANDREWS & CO
No. 14 Wall-st., New-York.
ANDREWS & CO., PARIS.
TRAVELERS' CREDITS.
Exchange and Circular Notes on UNION BANK OF LONDON and on PARIS.
Stocks, Bonds, and Gold bought and sold on commission.

KOUNTZE BROTHERS, Bankers, 12 Wall St., issue Circular Notes, and Letters of Credit on the Union Bank of London, available in all parts of the world.

OFFICE OF THE GERMAN-AMERICAN LOAN AND MORTGAGE COMPANY, No. 52 EXCHANGE-PLACE, NEW-YORK, June 4, 1873.
A MEETING OF THE STOCKHOLDERS of the German-American Loan and Mortgage Company, for the election of directors, will be held at the office of the company, on THURSDAY, the 10th day of July next, at 2 o'clock P. M.
LOUIS HEIDELBACH,
Treasurer pro tem.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

DRY GOODS.

AT E. RIDLEY & SON'S,
STRAW GOODS CLEARING!!!
Hair Bonnets and Round Hats, 55c. each; have been $1 60.
Hats and Bonnets at about One-third Last Week's Prices.
PARASOLS CLEARING OUT.
SUN UMBRELLAS CLEARING OUT.
Bargains all over the House This Week.
EDWARD RIDLEY & SON,
Nos. 309, 311, 311½ Grand-st.; 62, 64, 66, 68, and 70 Allen-st., New-York.

LADIES' BONNETS AND HATS REDUCED to half price. Traveling Hats and Bonnets, Children's Hats and Leghorn Flats. BINNS' New Millinery, No. 779 Broadway, opposite Stewart's. Avoid mistake.

FINANCIAL.

GEORGE OPDYKE & CO.,
NO. 25 NASSAU-ST.,
OFFER FOR SALE AND CONFIDENTLY RECOMMEND
LAKE ONTARIO SHORE RAILROAD FIRST MORTGAGE Seven per cent. Gold Bonds.
ST. LOUIS AND SOUTH-EASTERN CONSOLIDATED Seven per cent. Gold Bonds.
ATCHISON, TOPEKA, AND SANTA FE FIRST MORTGAGE Seven per cent. Gold Bonds.
ATCHISON, TOPEKA, AND SANTA FE LAND-GRANT Seven per cent. Gold Bonds.
Desirable WESTERN COUNTY BONDS, yielding Ten per cent. Interest.
TOWN Seven per cent. BONDS, State of New-York.

George Opdyke & Co., Bankers, No. 25 Nassau-st., New-York, like an incorporated Bank, receive deposits subject to check at sight, with the additional advantage to Depositors of Interest on daily Balances.

VERMILYE & CO.
BANKERS,
16 and 18 Nassau-st., New-York.
DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.
BUY AND SELL ON COMMISSION
RAILWAY STOCKS, BONDS, AND GOLD,
MAKING LIBERAL ADVANCES.
INTEREST ON DEPOSITS.

TWO MILLIONS OF BONDS.

NATIONAL CITY BANK, NEW-YORK, June 20, 1873.

The undersigned, commissioners, offer for sale Two Millions of the Joint First Mortgage Bonds of "The Central Railroad and Banking Company," "The Macon and Western," and the "South-western" Railroad Companies of Georgia, bearing seven per cent. interest, coupons payable 1st January and July, and the bonds falling due the 1st of January, 1893, principal and interest payable at this bank.

These bonds are secured by a first lien on the combined properties of the above-named roads, consisting of 707 miles of track, full equipments of rolling-stock and appurtenances, together with valuable assets of real estate, stocks and bonds, amounting in the aggregate to at least $16,000,000.

The Central Railroad Company has paid annual cash dividends of not less than ten per cent. for more than twenty years, and occasionally extra dividends. Since the war alone, annual dividends of ten per cent. and over have been paid, amounting to sixty-two per cent. on the capital stock.

The Macon and Western, and the South-western Railroad Companies have paid regular annual dividends of eight to ten per cent. for about the same period of time.

The $2,000,000 are a part of a total of $5,000,000 authorized by the Legislature of the State of Georgia, and secured as stated by a joint first mortgage on the entire property of the three companies. They are now offered with a view to complete the connections of the roads by land and sea, to meet at their maturity in 1875 the $1,000,000 of first mortgage bonds issued for rebuilding a large portion of the Central Railroad, broken up by the operations of war, and to pay all bonds of the South-western and Macon and Western Roads (not secured by mortgage or other lien) maturing in 1875 and 1878.

The whole mortgage amounts to about $7,000 per mile of road, but no contingency is now anticipated which will ever require the whole amount of the $5,000,000 to be marketed.

For further and full information we refer to pamphlets to be had at the office of the Farmers' Loan and Trust Company, who are trustees for the bondholders under the mortgage, and at the National City Bank, New-York.

The undersigned will receive sealed proposals directed to them, care of the National City Bank, New-York, until the 16th day of July next, reserving to themselves the right to accept or reject any and all bids. Proposals must be for a price "flat"—i. e. accrued interest to go with the bond.

JAMES F. BOZEMAN, J. F. GILMER, W. B. JOHNSTON, Commissioners.

OHIO AND MISSISSIPPI RAILWAY, No. 261 BROADWAY, NEW-YORK, June 14, 1873.
THE FOLLOWING NUMBERS OF THE Consolidated Mortgage Bonds of the Ohio and Mississippi Railway Company entitled to the benefit of the sinking fund have been drawn by the Union Trust Company, as trustees, for redemption July 1, 1873:
3257, 3447, 4568, 5249, 3388, 4730, 6216, 6050, 5351, 4362, 6108, 6383, 4882, 6436, 3830, 3938, 5211, 5798, 5427, 4952, 5834, 4368, 3737, 4112, 6530, 4630, 5987, 5283, 3379, 3495, 6217, 3220, 3141, 4508, 4828, 6203.
Holders of the above bonds, wishing to avail themselves of the privilege of redemption, must present the same at the Union Trust Company of New-York within six months from date.
UNION TRUST COMPANY OF NEW-YORK,
C. T. CARLTON, Secretary. Trustee.

ROBERT WINTHROP & CO.,
BANKERS AND BROKERS,
NO. 18 WALL-ST.,
Execute orders for STOCKS, BONDS, and GOLD, allow interest on DEPOSITS, and transact a general Banking and Brokerage business.

JONES & SCHUYLER,
NO. 12 PINE-ST., NEW-YORK,
Offer for sale Railway and Miscellaneous Securities of the highest grade, paying from 8 to 11 per cent. per annum.

PACIFIC RAILROAD (OF MISSOURI.)
Pursuant to the provisions of a deed of mortgage made to the undersigned as trustees by the Pacific Railroad (of Missouri,) dated July 1, 1871, to secure certain bonds of that Company, known as its SECOND MORTGAGE BONDS, the undersigned hereby invite proposals to be made by the holders of such bonds to sell them to the said trustees, fifty thousand dollars having been paid to the undersigned by said company to be appropriated to the purchasing, canceling, and returning to the company said bonds, as provided in said deed of mortgage. Such proposals must be made in writing and sent to the undersigned before 12 o'clock noon of MONDAY, the 14th day of July, 1873, at the office of the Atlantic and Pacific Railroad Company, No. 287 Broadway, in the City of New-York, stating the number of said bonds offered for sale, and the lowest price asked for the same. The lowest bidders will be notified of the acceptance of their proposals.
EDWIN D. MORGAN,
JOSEPH SELIGMAN,
NEW-YORK, July 1, 1873. Trustees.

INSURANCE SCRIP.—ATLANTIC, COMMERCIAL AND UNION SCRIP, wanted by WM. C. GILMAN, No. 46 Pine-st.

DIVIDENDS.

DRY GOODS BANK, NEW-YORK, June 30, 1873.
THE DIRECTORS OF THIS BANK HAVE this day declared a Semi-annual Dividend of Three and One-half per Cent., payable on and after July 10, 1873, until which date the transfer-books will be closed.
CHARLES R. BOGERT, Cashier.

BANK OF NORTH AMERICA, NEW-YORK, June 28, 1873.
A DIVIDEND OF FOUR (4) PER CENT., FREE OF tax has this day been declared, payable on and after the 1st of July next, until which date the transfer-books will remain closed.
J. A. BEARDSLEY, Cashier.

THE COUPONS OF THE TEXAS AND PACIFIC Railroad Company of both Land and Construction Bonds, due July 1, 1873, will be paid on presentation at the office of the company, No. 50 Exchange-place.
EDWARDS PIERREPONT, Treasurer.

OFFICE OF THE HOWARD INSURANCE COMPANY, No. 66 WALL-ST., NEW-YORK, June 26, 1873.
THE BOARD OF DIRECTORS HAVE THIS day declared a Dividend of FOUR PER CENT., payable on and after July 5, 1873.
THEODORE KEELER, Secretary.

OFFICE EMPIRE CITY FIRE INSURANCE COMPANY, NEW-YORK, July 1, 1873.
FORTY-THIRD DIVIDEND.—THE DIRECTORS have this day declared a Semi-annual Dividend of Five per Cent., payable on demand.
LINDLEY MURRAY, Jr., Secretary.

DIVIDENDS.

FORTY-THIRD DIVIDEND.
OFFICE OF THE
CLINTON FIRE INS. CO.,
NO. 156 BROADWAY.
A Semi-annual Dividend of FIVE (5) PER CENT. has been declared, payable on demand.
JOHN BARRY, Secretary.
NEW-YORK, July 3, 1873.

Twenty-Fifth Dividend.
OFFICE OF THE
Germania Fire Insurance Company,
No. 175 Broadway.
NEW-YORK, July 2, 1873.
At a meeting of the Directors of the Company, held to-day, there was declared a Half-Yearly Dividend of
FIVE (5) PER CENT.,
payable to the stockholders on demand.
HUGO SCHUMANN, Secretary.

SIXTY-THIRD DIVIDEND.
OFFICE OF THE FIREMEN'S INSURANCE COMPANY, No. 153 BROADWAY, NEW-YORK, July 2, 1873.
THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of Five per Cent., payable on and after the 9th inst.
THADDEUS J. WHITLOCK, Secretary.

COMMERCE FIRE INSURANCE COMPANY OF NEW-YORK.
OFFICE No. 104 BROADWAY, NEW-YORK, July 1, 1873.
Twenty-second Dividend.—A Semi-annual Dividend of Five per Cent. has this day been declared payable on and after THURSDAY, the 10th inst.
WM. R. HOXIE, Secretary.

TO HOLDERS OF OHIO STATE STOCKS.—Notice is hereby given that the interest due on the 1st day of July, 1873, on the funded debt of the State of Ohio will be paid at the American Exchange National Bank, of New-York, from the 1st to the 16th prox., and thereafter at our office in this city. The transfer-books will be closed on the 15th inst. and reopened on the 16th prox.
COLUMBUS, Ohio, June 13, 1873.
JAMES WILLIAMS, Auditor of State,
A. T. WIKOFF, Secretary of State,
F. B. POND, Attorney General,
Commissioners of the Sinking Fund of State of Ohio.

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE No. 227 SOUTH 4TH-ST., PHILADELPHIA, June 25, 1873.
DIVIDEND NOTICE.—THE TRANSFER-BOOKS of this Company will be closed on June 30, and reopened on Monday, July 14.
A Dividend of Five per Cent. has been declared on the Preferred and Common Stock, clear of State tax, payable in cash on and after the 23d of July next to the holders thereof, as they stand registered on the books of the Company at the close of business on the 30th inst., all payable at this office.
All orders for dividends must be witnessed; blank orders for dividends can be obtained at this office.
S. BRADFORD, Treasurer.

OFFICE OF CHICAGO AND NORTH-WESTERN RAILWAY COMPANY, No. 52 WALL-ST., NEW-YORK, June 20, 1873.
A DIVIDEND OF THREE AND ONE-HALF PER cent. has been declared upon the Preferred Stock of this Company, payable at this office on and after the 15th of July to the stockholders of record at the closing of the books on the 28th of June.
The transfer-books will reopen on the 19th of July, at 10 A. M.
C. R. MARVIN, Treasurer.

THE COUPONS OF THE NEW-JERSEY MIDland Railway Company second mortgage seven per cent. bonds, due July 2, 1873, will be paid on and after that date, free of Government tax, on presentation at the banking-house of George Opdyke & Co., No. 25 Nassau-st., New-York.
The transfer-books of the registered bonds will close on the 25th inst., and reopen July 2, 1873.
H. R. LOW, Treasurer.
NEW-YORK, June 16, 1873.

THIRTY-FOURTH DIVIDEND.
THE PARK FIRE INSURANCE COMPANY, No. 170 BROADWAY, CORNER MAIDEN-LANE, NEW-YORK, July 1, 1873.

CASH CAPITAL	$200,000 00
NET ASSETS 1st July, 1873	376,230 31

A Semi-annual Dividend of TEN PER CENT. is payable on demand.
WM. JAFFRAY, President.
WILLIAM VALENTINE, Secretary.

NEW-YORK, June 11, 1873.
OFFICE OF THE HAMILTON FIRE INSURANCE COMPANY, No. 11 WALL-ST.
THE BOARD OF DIRECTORS HAVE THIS day declared a regular Semi-annual Dividend of Five per Cent.; also, an Extra Dividend of Five per Cent., payable on and after July 1, 1873.
The transfer-books will be closed from June 20, 1873, to July 1, 1873, inclusive.
D. D. LEEDS, Secretary.

DIVIDEND.
OFFICE OF THE NEW-YORK EQUITABLE INSURANCE COMPANY, No. 58 WALL-ST., NEW-YORK, July 8, 1873.
The Board of Directors have this day declared a Semi-annual Dividend of Ten per Cent., payable on and after the 11th inst.
JOHN MILLER, Secretary.

OFFICE OF THE TRADESMAN'S FIRE INSURANCE COMPANY, No. 168 BROADWAY, NEW-YORK.
NEW-YORK, July 8, 1873.
A Semi-annual Dividend of Five (5) per Cent. has this day been declared, payable on demand.
T. Y. BROWN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW-YORK, June 23, 1873.
A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, payable on the 1st day of August next, to the holders of full-paid shares registered at the close of the 15th day of July next, after which and until the 5th day of August the transfer-books will be closed.
L. V. F. RANDOLPH, Assistant Treasurer.

DELAWARE, LACKAWANNA, AND WESTERN RAILROAD COMPANY, No. 26 EXCHANGE-PLACE, NEW-YORK, June 17, 1873.
A DIVIDEND OF FIVE (5) PER CENT. IN CASH will be paid to the stockholders on the 15th July. The transfer-books will be closed from 20th June until morning of 21st July.
A. J. ODELL, Treasurer.

PHENIX NATIONAL BANK, NEW-YORK, June 25, 1873.
THE DIRECTORS OF THIS BANK HAVE this day declared a Dividend of Three and One-half (3½) per Cent., free from tax, payable on and after July 1, 1873. The transfer-books will be closed from this date until July 7, 1873.
JOHN PARKER, Cashier.

THE NATIONAL PARK BANK, NEW-YORK, June 18, 1873.
THE BOARD OF DIRECTORS HAVE DECLARED a Semi-annual Dividend of Six per Cent., payable on the 1st day of July next. The transfer-books will be closed from the 20th inst. to 1st proximo, both days inclusive.
JAS. L. WORTH, Cashier.

DIVIDEND.—THE MECHANICS' AND TRADERS' Fire Insurance Company, No. 48 Wall-st., has this day declared a Semi-annual Dividend of Ten (10) per Cent. payable on demand.
JOHN M. TOMPKINS, Secretary.
NEW-YORK, July 3, 1873.

OFFICE OF THE GLOBE FIRE INSURANCE COMPANY, No. 176 BROADWAY, NEW-YORK, July 7, 1873.
SEVENTEENTH DIVIDEND.—THE BOARD OF Directors have THIS DAY declared the usual semi-annual Dividend of Five (5) per cent., and also an extra Dividend of Two and One-half (2½) per cent., both payable on demand.
ALFRED A. REEVES, Secretary.

THIRTY-THIRD DIVIDEND.
OFFICE LENOX FIRE INSURANCE COMPANY, No. 158 BROADWAY, NEW-YORK, July 8, 1873.
A Semi-annual Dividend of Five per Cent. has this day been declared, payable on demand.
A. H. WALTON, Secretary.

THE ELEVENTH WARD BANK, NEW-YORK, June 23, 1873.
TWELFTH DIVIDEND.—A SEMI-ANNUAL Dividend of (3½) Three and one-half per Cent. has been declared, payable on and after July 3, 1873.
CHAS. E. BROWN, Cashier.

MECHANICS' NATIONAL BANK, NEW-YORK, June 18, 1873.
A DIVIDEND OF FIVE PER CENT., FREE of tax, has this day been declared, payable to the stockholders on the 1st of July next. The transfer-books will be closed until that date.
WM. H. COX, Cashier.

TRADESMEN'S NATIONAL BANK, NEW-YORK, June 20, 1873.
A DIVIDEND OF SIX PER CENT. WILL be paid on and after July 1.
ANTHONY HALSEY, Cashier.

SANDUSKY, MANSFIELD AND NEWARK RAILROAD COMPANY, SANDUSKY, Ohio, June 24, 1873.
THE COUPON MATURING JULY 1, 1873, upon the consolidated Bonds of the Sandusky, Mansfield and Newark Railroad Company will be paid, on and after that date, on presentation at the Union Trust Company, No. 73 Broadway, New-York.
J. O. MOSS, Treasurer.

OFFICE OF THE MERCANTILE FIRE INSURANCE COMPANY, No. 166 BROADWAY, NEW-YORK, June 28, 1873.
THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of Five per Cent., payable on and after July 1, 1873.
C. W. PARMELEE, Secretary.

OFFICE UNITED STATES FIRE INSURANCE CO., No. 166 BROADWAY, NEW-YORK, July 1, 1873.
SEVENTY-SIXTH DIVIDEND.—THE BOARD of Directors have this day declared a Semi-annual Dividend of Seven (7) per cent., payable on demand.
GEORGE R. COOK, Secretary.

STANDARD FIRE INSURANCE COMPANY.—Office No. 117 Broadway, New-York, July 8, 1873. A Dividend of SIX per Cent. is payable on demand.
WILLIAM M. ST. JOHN, Secretary.

FIRE INSURANCE STOCKS FOR SALE.—Home, Germania, Lorillard, Fireman's Star, Adriatic, and others.
E. S. BAILEY, No. 65 Wall-st.

SHIPPING.

CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line will henceforth take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42 latitude, or nothing to the north of 42.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.

*Cuba, Wednesday, July 9 | Samaria, Sat'day, July 12
*Scotia, Wednesday, July 16 | Abyssinia, Sat'day, July 19
*Algeria, Wed'day, July 23 | Batavia, Saturday, July 26
*Russia, Wed'day, July 30 | Calabria, Sat'day, Aug. 2
*Java, Wednesday, Aug. 6 | Parthia, Saturday, Aug. 9

Steamers marked thus * do not carry steerage passengers.

And every following WEDNESDAY and SATURDAY from New-York.

RATES OF PASSAGE.

Cabin, $80, $100, and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms.

Steerage..........$30, currency.

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green. For steerage passage at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

PASSENGERS PER STEAM-SHIP CUBA embark from the Cunard wharf, foot of Grand-street, Jersey City, at 1 P. M. on WEDNESDAY, July 9, 1873.
CHAS. G. FRANCKLYN, No. 4 Bowling-green, New-York.

NATIONAL LINE OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO LONDON DIRECT.
From Piers Nos. 44 and 47 North River.

TO QUEENSTOWN AND LIVERPOOL.
GREECE, Thomas......Saturday, July 12, at 3 P. M.
EGYPT, Grogan......Saturday, July 19, at 1 P. M.
CANADA, Webster......Saturday, July 26, at 3 P. M.
SPAIN, Grace......Saturday, Aug. 2, at 11 A. M.
FRANCE, Grigs......Saturday, Aug. 9, at 3 P. M.

FOR LONDON DIRECT.
HOLLAND, Bragg......Thursday, July 17, at 1030 A. M.

THE LARGEST IN THE TRADE.

Cabin passage..........$80, 90, 100, currency.
RETURN TICKETS AT REDUCED RATES.
Steerage..........$29, currency.

Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol, or London,

AT THE LOWEST RATES.

For further information apply at the Company's office, No. 69 Broadway.
F. W. J. HURST, Manager.

ANCHOR LINE.

Steamers sail from Pier No. 20 North River, New-York, EVERY WEDNESDAY AND SATURDAY

Trinacria......Wed., July 9 | Australia......Sat., July 26
California......Sat., July 12 | Columbia......Wed., July 30
Caledonia......Wed., July 16 | Victoria......Sat., Aug. 2
India......Sat., July 19 | Assyria......Wed., Aug. 6
Olympia......Wed., July 23 | Castalia......Sat., Aug. 9

The passenger accommodations on steamers of this line are unsurpassed for elegance and comfort. Cabin state-rooms are all on upper deck, thus securing good light and ventilation.

RATES OF PASSAGE TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

	Sat. Steamers. Gold.	Wed. Steamers. Currency.
Cabins	$75 and $65	$75 and $65
Cabin return tickets, securing best accommodations.	$130	$130

STEERAGE, $30, CURRENCY.

Tickets for passage to or from any seaport or railway station in Great Britain, Ireland, or the Continent issued at lowest rates.

Drafts for any amount at current rates.

Company's Offices, No. 7 Bowling-green, New-York.
HENDERSON BROTHERS, Agents.

WHITE STAR LINE, FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE UNITED STATES MAIL.

NEW AND FULL POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

CELTIC......SATURDAY, July 12, at 3 P. M.
OCEANIC......SATURDAY, July 19, at 1 P. M.
GAELIC......SATURDAY, July 26, at 3 P. M.
ADRIATIC......SATURDAY, Aug. 2, at 11 A. M.

From White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $100, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $32, currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.
J. H. SPARKS, Agent.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:
CITY OF LONDON......Saturday, July 12, 7 A. M.
CITY OF NEW-YORK......Thursday, July 17, 11 A.M.
CITY OF MONTREAL......Saturday, July 19, 1 P. M.
CITY OF BRISTOL......Thursday, July 24, 2 P. M.
CITY OF CHESTER......Saturday, July 26, 7 A. M.
CITY OF ANTWERP......Thursday, July 31, 10 A.M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN, $70, $80, and $90, gold, according to accommodations. Round trip tickets at low rates.

STEERAGE, to Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30. Prepaid certificates, $32, currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark, and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 33 Broadway.
JOHN G. DALE, Agent.

Or to
O'DONNELL & FAULK, No. 402 Chestnut-st., Philadelphia.
M. S. CREAGH, No. 102 State-st., Boston.
F. C. BROWN, No. 32 South Clark-st., corner Lake-st., Chicago.
WM. INMAN, Liverpool, and No. 9 Rue Scribe, Paris.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:
ST. LAURENT......Lemarie..Saturday, July 12
VILLE DE PARIS......Saturday, July 26
VILLE DU HAVRE......Surmont..Saturday, Aug. 9
PEREIRE......Daure..Saturday, Aug. 23

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.
First cabin......$125 | Second cabin......$75
Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to, or returning from, the Continent of Europe, by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent, No. 58 Broadway.

Note.—Railroad tickets between Paris and Vienna at reduced rates.

FOR LIVERPOOL. (VIA QUEENSTOWN,) CARRYING THE UNITED STATES MAILS

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:
MINNESOTA, Capt. Freeman......July 16, at 10:30 A. M.
WISCONSIN, Capt. T. F. Freeman......July 23, at 3 P. M.
MONTANA, Capt. Price, Sr......July 30, at 9:30 A. M.
NEVADA, Capt. Forsyth......Aug. 6, at 3 P. M.
WYOMING, Capt. Morgan......Aug. 13, at 9:30 A. M.
IDAHO, Capt. Guard......Aug. 20, at 3 P. M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall-st.

GREAT WESTERN STEAM-SHIP LINE.

NEW-YORK TO BRISTOL, (Eng.,) DIRECT.

Taking goods and passengers for London, Cardiff, Newport, Gloucester, and all ports in Bristol Channel.

THE STEAMERS OF THIS LINE WILL SAIL FROM PIER NO. 18 EAST RIVER, as follows:
ARRAGON, Western......Wednesday, July 9
LAPLAND, Jones......Wednesday, July 16
GREAT WESTERN, Stamper......Wednesday, Aug. 6
LADY LYCETT, Evett, to follow.
CORNWALL, Gibson, to follow.

Cabin passage, $70 currency. Intermediate, $45 currency. Steerage, $30 currency.

Parties wishing to send for their friends can obtain prepaid certificates. Drafts for £1 and upward.

For freight or passage, apply to
E. E. MORGAN'S SONS, No. 70 South-st., New-York.

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.
MERRIMACK, Capt. Weir......July 23
SOUTH AMERICA, Capt. Tinklepaugh......Aug. 23
ONTARIO, Capt. Slocum......Sept. 23

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to
WM. R. GARRISON, Agent, No. 5 Bowling-green, New-York.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar-st.,) for Havana direct, as follows:
Steam-ship COLUMBIA, TUESDAY, July 8.
Steam-ship WILMINGTON, TUESDAY, July 15.
Steam-ship MORRO CASTLE, TUESDAY, July 22.

Supplementary mail on Pier 2:45 P. M. day of sailing.

For freight or passage (having magnificent accommodations) apply to WM. P. CLYDE & CO., No. 6 Bowling-green.

D. McKellar, Agent in Havana.
March 31, 1873.

SHIPPING.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO CALIFORNIA, JAPAN, AND CHINA,

VIA PANAMA, CARRYING MAILS, PASSENGERS, AND FREIGHT TO ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

July 10.—Steamer OCEAN QUEEN, Capt. Seabury, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer NEVADA, Capt. ——, leaving Panama about the 29th for San Francisco, and calling at Acapulco, Manzanillo, Mazatlan; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New-York connect with the Company's steamer touching at San Benito, Tonata, Salina Cruz, and Port Angel. The splendid steam-ship COSTA RICA will leave San Francisco on or about July 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco July 16, 1873, for Japan and China. For rates of passage, freight, and all further information, apply at Company's office on the pier, foot of Canal-st.
H. J. BULLAY, Sup't. GEO. H. BRADBURY, Pres't.

FOR SAVANNAH, GA. THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAM-SHIPS
HERMAN LIVINGSTON, Capt. Mallory, THURSDAY, July 10, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

MONTGOMERY, Capt. Faircloth, SATURDAY, July 12, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent, No. 93 West-st.

SAN JACINTO, Capt. Hazard, SATURDAY, July 12, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

ZODIAC, Capt. Chapin, TUESDAY, July 15, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents, No. 62 South-st.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with Central Railroad of Georgia to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A., G. & G. R. R., No. 229 Broadway. | GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

CARDIFF LINE.

NEW-YORK TO CARDIFF.

The South Wales Atlantic Steam-ship Company's New, First-Class, Full-Powered Clyde-Built Steam-ships

Will sail from Pennsylvania Railroad Wharf, Jersey City:
PEMBROKE......July 12
GLAMORGAN......July 30
PEMBROKE......Aug. 20
GLAMORGAN......Sept. 10

Carrying goods and passengers at through rates from all parts of the United States and Canada to ports in the Bristol Channel, and all other points in England.

These steam-ships, built expressly for the trade, are provided with all the latest improvements for the comfort and convenience of

CABIN AND STEERAGE PASSENGERS
First Cabin......$75 and $80 currency.
Second Cabin......$55 currency.
Steerage......$30 currency.
Prepaid steerage certificates from Cardiff......$33
Drafts for £1 and upward.

For further particulars apply in Cardiff at the Company's Offices, No. 1 Dock Chambers, and in New-York to ARCHIBALD BAXTER & CO., Agents, No. 17 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE, FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

Sailing every WEDNESDAY and SATURDAY at 3 P. M., from Pier No. 29 North River.

SOUTH CAROLINA, Capt. Beckett, Wednesday, July 9.
JAMES ADGER, Capt. T. J. Lockwood, Saturday, July 12.

Superior accommodations for passengers.
☞ Insurance by this line ONE-HALF PER CENT.
Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of
JAMES W. QUINTARD & CO., Agents, No. 177 West-st., (corner of Warren,) Or WM. P. CLYDE, No. 6 Bowling-green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of
BENTLEY D. HASELL, General Agent Great Southern Freight Line, No. 317 Broadway.

ATLAS MAIL LINE.

MAIL SERVICE FOR WEST INDIES, HAVANA, VENEZUELA, AND SPANISH MAIN.

The Company's iron screw steamers are appointed to sail as follows: (Loading berth Pier No. 12 North River.)
For Turk's Island, Jamaica, and Savanilla, ATLAS, (new,) Capt. Porter, July —.
For Port-au-Prince, Curacoa, and Venezuela, ARIEL, Capt. Jones, July —.

For freight and passage apply to PIM, FORWOOD & CO., General Agents, No. 56 Wall-st. and No. 59 Pine-st.

DIRECT LINE TO HAVANA, PROGRESO AND VERA CRUZ.
New-York and Mexican Mail Steam-ship Line, leaving Pier No. 3 North River, at 3 P. M., every Thursday.
CITY OF MERIDA, (Havana only)......July 17
CUBA (Havana and Mexico)......July 24
CITY OF HAVANA (Havana only)......July 31
CITY OF HAVANA, (Havana via Nassau)......July 10
For freight or passage apply to F. ALEXANDRE & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition and an infinity of annoyances, to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuilleries Garden, Paris.

UNITED STATES PASSPORT BUREAU.—United States passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 91 Duane-st., corner Broadway.

STEAM-BOATS.

CITIZENS' LINE FOR TROY.

Passage $1 50. The elegant steam-boats SUNNYSIDE and POWELL leave Pier No. 49 North River, foot of Leroy-st., daily, Saturdays excepted, at 6 o'clock P. M., connecting with morning trains on Rensselaer and Saratoga, New-York Central, and Troy and Boston Railroads for all points north, east, and west. The most direct route to Saratoga, Lake George, and Montreal. Through tickets sold and baggage checked to destination.
JOSEPH CORNELL, Superintendent.

STONINGTON LINE

TO BOSTON AND PROVIDENCE.—DAY LINE.

The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daily, (Sundays excepted,) from Pier foot 23d-st., East River, at 2:30 P. M.

Steamer SYLVAN DELL, from Peck-slip at 2:10 P. M., connects with the RHODE ISLAND. Dry Dock cars from Astor House, Avenue C cars from Chambers-st., and Twenty-third-street cars run direct to above pier.

NIGHT LINE.—Daily, except Sundays, from Pier No. 33 North River, at 5 P. M., steamers STONINGTON and NARRAGANSETT.

Tickets sold and state-rooms secured at No. 319 Broadway, corner Thomas-st., and Westcott Express Company's office, No. 785 Broadway, corner 10th-st.; No. 1,302 Broadway, No. 595 6th-av., corner 35th-st.; No. 7 Park-place, and No. 327 Washington-st., Brooklyn.
D. S. BABCOCK, President.

STEAMER RHODE ISLAND, From foot 23d-st., East River.
EXCURSION
Tickets to Stonington and return same trip for $3.

GLEN COVE AND SEA CLIFF GROVE.—On and after July 1 steamer ARROWSMITH leaves Pier No. 36, East River, one slip above Catherine Ferry, daily, (Sundays excepted,) at 9:15 A. M., for Sea Cliff only, and 5 P. M. for Glen Cove, Pavilion Dock, and Sea Cliff, touching at 33d-st. fifteen minutes later each trip. Returning from Glen Cove, Pavilion Dock, at 7:04 A. M., and Sea Cliff at 7 o'clock A. M., and 2:30 P. M. Single fare, 35 cents. Freight received during the day until 4:45 P. M.

ALBANY AND TROY $2, SARATOGA $3 50, BY DAY LINE BOATS C. VIBBARD AND DANIEL DREW. Leave Vestry-st. Pier at 8:30 A. M., and 23d-st., north of Erie Ferry, at 8:45, landing at Yonkers, Tarrytown and Nyack, (by ferry-boat,) Milton, Poughkeepsie, Rhinebeck, Tivoli, Catskill, and Hudson, connecting for all points West and North. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Tickets by special cars and baggage checked to Saratoga and Sharon.

FOR GLEN COVE AND ROSLYN—LANDING at Baylis' Dock, (Fort Schuyler,) Great Neck, Sand's Point, Glen Wood.—Steamer SEAWANHAKA leaves New-York daily, (Sundays excepted,) from Pier No. 24 East River, (Peck-slip,) at 4 P. M., stopping at 33d-st., each way, for passengers only.

RONDOUT AND KINGSTON—LANDING AT Cozzens', Cornwall, Newburg, Marlborough, Milton, Poughkeepsie and Esopus. The steam-boats THOMAS CORNELL and JAMES W. BALDWIN leave Harrison-st., Pier No. 34 North River, daily, at 4 o'clock P. M.

TOURISTS' ROUTE TO HALIFAX AND THE PROVINCES via new steam-ship FALMOUTH, from Portland. Tickets and information furnished at the office of the FALL RIVER, NORWICH, and STONINGTON LINES.

REGULAR CONEY ISLAND BOAT.—DAILY Excursions to the Sea-shore. The steamer GENERAL SEDGWICK will leave Christopher-st., N. R., at 9:15 A. M., 12:15, 3:15 P. M.; Franklin-st. at 9:20, 12:20, 3:20; Pier No. 5 N. R. at 9:30, 12:30, 3:30.

GREENWICH AND STAMFORD PASSENGERS will for the present take the steam-boat AMERICUS from Pier No. 37 at 3:15, and East 33d-st. at 3:30 P. M. Returning, leave Stamford by special boat at 7:30, and Greenwich 8:15 A. M.

FOR NORWALK AND DANBURY.—THE new steamer AMERICUS leaves daily, foot of Market-st., East River, at 3:15, and 33d-st. at 3:30 P. M., connecting with the Danbury Railroad; cool, invigorating sail; no dust, and about half railroad fare.

HARTFORD BOATS—DAILY LINE.—LEAVE Pier No. 24 Peck-slip, East River, daily, (except Sundays,) at 4 o'clock P. M. All persons are forbid trusting any one on account of these steamers.
W. H. GOODSPEED, Vice President.
Saxton & Seabury, Freight Agents, No. 112 South-st.
June 1, 1873.

STEAMBOATS.

NARRAGANSETT STEAM-SHIP COMPANY. FALL RIVER LINE

FOR BOSTON, via NEWPORT and FALL RIVER, Daily, (Sundays included,) at 5 P. M.

From Pier No. 28 North River, foot Murray-st.

The world-renowned steamers

BRISTOL and PROVIDENCE.

Capt. A. G. Simmons. Capt. B. M. Simmons.

The most direct route to Taunton, Middleboro, Plymouth, New-Bedford, Martha's Vineyard, Nantucket, and all points on the South Shore and Cape Cod Railway. Also, through tickets to the WHITE MOUNTAINS, and all principal points of New-England and the Provinces. For tickets and state-rooms, apply at No. 241 Broadway; No. 529 Broadway, corner Spring; Broadway, corner 23d-st; Dodd's Express offices, No. 944 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier.

HALL'S BANDS ENGAGED FOR THE SEASON.
A. P. BACON, Superintendent.
H. H. Mangam, General Freight Agent.

FOR ASTORIA, HARLEM, MORRISANIA, AND HIGH BRIDGE.

SUMMER ARRANGEMENTS.
STEAM-BOATS MORRISANIA AND HARLEM WILL LEAVE

Morrisania—6:05, 7:20, 8:15, 9:20, 10:15, 11:45 A. M.; 1:15, 2:45, 4:15, 5:15, and 6:10 P. M.

Fulton Slip—7:15, 8:15, 9:15, 10:25, 11:45 A. M.; 1:30, 3:05, 4:15, 5:15, 6:20, and 7:05 P. M. Landing at 8th-st.

All boats connect with steamer Catlin for High Bridge.
C. H. LONGSTREET, Superintendent.

STEAMER SEA BIRD, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Monday, 7th....3:00 P. M.	Tuesday, 8th....6:15 A. M.
Tuesday, 8th....3:00 P. M.	Wednesday, 9th..7:00 A. M.
Wednesday, 9th..3:00 P. M.	Thursday, 10th..7:00 A. M.
Thursday, 10th..3:00 P. M.	Friday, 11th....7:00 A. M.
Friday, 11th....3:00 P. M.	Saturday, 12th..7:00 A. M.
Saturday, 12th..4:00 P. M.	Saturday, 12th..8:00 P. M.
Sunday, 13th....8:30 A. M.	Sunday, 13th....5:00 P. M.

STEAMER HELEN, FOOT OF FRANKLIN-ST., for Red Bank and intermediate stations:

LEAVE NEW-YORK.	LEAVE RED BANK.
Wednesday, 9th..7:30 A. M.	Wednesday, 9th..3:00 P. M.
Thursday, 10th..8:00 A. M.	Thursday, 10th..3:00 P. M.
Friday, 11th....8:00 A. M.	Friday, 11th....3:00 P. M.
Saturday, 12th..3:00 P. M.	Monday, 14th....6:30 A. M.
Monday, 14th..11:30 A. M.	Tuesday, 15th....7:00 A. M.
Tuesday, 15th..12:30 P. M.	Wednesday, 16th..7:30 A. M.
Wednesday, 16th..1:00 P. M.	

STEAM-TUG FOR SALE.
One New Steam Tug 70 feet x 15½ feet x 6½ feet hold; engine 17x17, with water-tanks. Apply to C. W. COPELAND, No. 64 Broadway.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 12 noon and 11 P. M.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with road.

AFTERNOON BOAT FOR NEWBURG, Poughkeepsie, Rondout, and Kingston, landing at Cozzens, West Point, Cornwall, New-Hamburg, and Milton, the MARY POWELL, from Vestry-st., Pier No. 39, every afternoon, at 3:30 o'clock.

RAILROADS.

PENNSYLVANIA RAILROAD.

Trains leave New-York, from foot of Desbrosses and Cortlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West and South, with Pullman Palace Cars attached, 9:30 A. M., 5, 7, and 8:30 P. M. Sunday, 5, 7, 8:30 P. M.

For Baltimore, Washington, and the South, via "Pennsylvania Air-Line," at 8:50 A. M. and 8:20 P. M. Sunday, 8:20 P. M.; via P., W. & B. R. R. at 9 A. M., 12:30 and 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 3:30, 8:50, 9, 9:30 A. M.; 12:30, 4, 5, 7, 8:30, and 9 P. M. Sunday, 3:30, 6:10, 7, 8:30, and 9 P. M.

For Philadelphia and Kensington, at 7 A. M. and 6:10 P. M. Sunday, 6:10 P. M.

Emigrant and second class, 7:05 P. M.

For Newark at 3:30, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M.; 12, 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:10, 5:20, 5:40, 6, 6:30, 7:30, 8, 9, 10, 11:30 P. M., and 12 night. Sunday, 3:30, 5:20, 6:10, 8, 9 P. M.

For Elizabeth, 3:30, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11 A. M.; 12 M.; 12:30, 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:30, 7:30, 8, 10, 11:30 P. M., and 12 night. Sunday, 3:30, 5:20, 6:10, and 8 P. M.

For Rahway, 3:30, 6, 6:30, 7, 8:10, 9:30, 10 A. M., 12 noon, 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 5:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 10 P. M., and 12 night. Sunday, 5:20 and 6:10 P. M.

For Woodbridge and Perth Amboy, 6 and 10 A. M., 2:30, 3:30, 4:30, and 6 P. M.

For New-Brunswick, 3:30, 7 A. M., 12 M., 1, 2, 3, 4:10, 5:20, 6:10, 9 P. M., and 12 night. Sunday, 3:30, 6:10, and 9 P. M.

For East Millstone, 7 A. M., 12 noon, 4:10 and 5:20 P. M.

For Lambertville and Flemington, 9 A. M. and 2 P. M.

For Phillipsburg and Belvidere, 2 and 4 P. M.

Accommodation for Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 3, 5, and 7 P. M.

For Freehold, 7, 8 A. M., 2 and 4 P. M.

For Jamesburg, Pemberton, Camden, 6 A. M., and via boat from Pier No. 1, 3:49 P. M.

Trains arrive as follows: From Pittsburg, 6:50, 10:25 A. M., 6:35 P. M., daily; 5:22, 10:15 A. M., and 3:55 P. M., daily, except Monday. From Washington and Baltimore, 6:50 A. M. and 4 P. M., via "Pennsylvania Air Line," Sunday, 6:50 A. M.; and 6:40 A. M., 4:35 and 10:13 P. M., via P., W. and B. R. R. Sunday, 6:40 A. M. From Philadelphia, 5:22, 6:40, 6:50, 10:15, 10:25, 11:20, 11:55 A. M., 2:15, 3:55, 4:35, 6:05, 7:25, 8:44, 10:13 P. M. Sunday, 5:22, 6:40, 6:50, 11:20 A. M., 3:55, 10:13 P. M.

Ticket offices, Nos. 526, 435, 271, and 944 Broadway; No. 1 Astor House, and foot of Desbrosses and Cortlandt sts. Emigrant Ticket Office, No. 8 Battery-place.
A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY

ALLENTOWN LINE TO THE WEST.

Passenger and Freight station in New-York, foot of Liberty-st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also, with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also, to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing June 30, 1873.—Leave New-York as follows:

4:30 A. M.—News train for Easton, Bethlehem, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Sharon, &c.

6:00 A. M.—Way train for Somerville.

7:00 A. M.—Way train for Flemington, Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.

9:00 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, Towanda, Waverly, &c., with through cars to Danville, Williamsport, &c.

10:15 A. M. and 12:00 M.—Way trains for Somerville.

12:50 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:30 P. M.—Way train for Easton, Allentown, and Belvidere.

3:30 P. M.—Way train for Plainfield.

4:00 P. M.—Way train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.

4:30 P. M.—Way train for Somerville and Flemington.

5:00 P. M.—Way train for Somerville.

5:15 P. M.—Way train for Plainfield.

5:30 P. M.—Evening Express, daily for Easton, Belvidere, Allentown, Reading, Harrisburg, Pittsburg, Chicago, &c.

6:00 and 7:00 P. M.—Way train for Somerville.

7:30 P. M.—(Emigrant)—For Easton.

9:15 and 11:30 P. M.—Way trains for Plainfield.

For Elizabeth at 4:30, 5:30, 6, 6:20, 6:45, 7, 7:30, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 A. M.; 12 M.; 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:20, 7, 7:30, 7:45, 8:20, 9:15, 10:30, 11:30, 12 P. M.
R. E. RICKER, Superintendent and Engineer.
H. P. BALDWIN, General Passenger Agent.

NEW ROUTE TO BALTIMORE, WASHINGTON, AND THE SOUTH.

OPENING OF THE "PENNSYLVANIA AIR-LINE."

On and after SUNDAY, June 29, this new and improved line to Baltimore, Washington, and all points in the South, will be opened for travel.

Trains leave foot of Desbrosses and Cortlandt sts. as follows:

DAY EXPRESS, 8:50 A. M., (daily, except Sunday,) with new Pullman parlor-cars to Washington, arrives at Baltimore, 4:20 P. M.; Washington, 5:45 P. M., connecting for all points South.

NIGHT EXPRESS, 8:20 P. M., (daily,) with new Pullman palace sleeping-cars to Washington, arrives at Baltimore, 4:35 A. M.; Washington, 6 A. M., making close connections for all points South.

For full information, through tickets, sleeping and parlor-car tickets, and baggage-checks, apply at the following offices of the Pennsylvania Railroad Company:
No. 526 Broadway, No. 944 Broadway.
No. 1 Astor House, No. 271 Broadway.
No. 435 Broadway, No. 8 Battery-place,
Depot, foot of Desbrosses-st.,
Depot, foot of Cortlandt-st.

Ask for tickets via "Pennsylvania Air-Line."
A. J. CASSATT, General Manager. D. M. BOYD, Jr., General Passenger Agent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d-St.

TRAINS LEAVE NEW-YORK.

Boston Express via Springfield at 8:05 and 10 A. M., 3 and 8:05 P. M., via Shore Line at 1 and 9:07 P. M.

Trains for New-Haven leave at 7:05, 8:05, (Ex.,) 9:05, 10, (Ex.,) A. M.; 12 M.; 1, (Ex.,) 3, (Ex.,) 3:55, 4:35, and 5:10, (Local Ex.,) 8:05, (Ex.,) 9:07, (Ex.,) P. M.

To South Norwalk at 3:15 (Ex.) and 6:35 P. M.

To Stamford at 10:10 A. M., 2:20, 3:15, 4:45, 5:40, 6, and 7:20 P. M.

The 8:05 P. M. Express stops at New-Rochelle and Port Chester, and the 9:07 P. M. Express at Mount Vernon, Mamaroneck, and Rye.

Sunday Boston Mail Trains at 7:05 P. M. via Springfield, and 9:07 P. M. via Providence.

Drawing-room Cars on Day Express and Sleeping-cars on Night Express Trains.

Tickets can be purchased at ticket office of Company at Grand Central Depot, or at offices of New-York Transfer Company, No. 944 Broadway, New-York, and No. 1 Court-st., Brooklyn, who will also check baggage from residence to destination.

For further information of particulars see posters at hotels and depots.
JOHN T. MOODY, Sup't of N. Y. and N. H. Div.

SAVINGS BANKS.

EQUITABLE SAVINGS INSTITUTION,

No. 170 6th-av., corner of 12th-st.
MONEY DEPOSITED ON OR BEFORE JULY 19 WILL DRAW INTEREST FROM JULY 1.
BANK OPEN EVERY DAY FROM 8 A. M. TO 8 P. M.
Interest begins the FIRST OF EACH MONTH.
JOHN P. WHITE, President.
Floyd Clarkson, Secretary.

GERMAN UP-TOWN SAVINGS BANK.

Nos. 906 and 908 3d-av., corner of 55th-st.

MONEY DEPOSITED on or before SATURDAY, July 19, will draw interest from the 1st of July, at the rate of SIX PER CENT. per annum, on all sums from $1 to $5,000.

Bank open daily from 10 A. M. to 3 P. M., and on MONDAYS, WEDNESDAYS, and SATURDAYS also, from 6 to 8 in the evening.
CHRISTIAN SCHWARTZ, President.
Chas. Schaffner, Secretary and Treasurer.

SAVINGS BANKS.

DRY DOCK SAVINGS BANK

No. 341 East 4th-st.

SIX PER CENT. interest paid on all sums from $5 to $2,000.

DEPOSITS made on or before July 9 will draw interest from July 1.
ANDREW MILLS, President.
William V. Webster, Secretary.

Oriental Savings Bank,

No. 430 GRAND-ST., BETWEEN ATTORNEY AND RIDGE STS.

OPEN DAILY from 10 to 3, and MONDAY and SATURDAY EVENINGS from 5 to 8.

A DIVIDEND at the rate of SIX PER CENT. will be declared July 1 on all sums of $5 and over which shall then have remained on deposit one or more months. DEPOSITS now, or at any time before July 21, will DRAW INTEREST from July 1.

EAST RIVER SAVINGS INSTITUTION,

No. 3 Chambers-st., New-York, June 19, 1873.

FIFTIETH SEMI-ANNUAL DIVIDEND.—Interest at the rate of SEVEN (7) PER CENT. has been declared, and will be paid on and after the 10th day of July next, on all sums which have remained on deposit for three or six months previous to the 1st day of July, 1873.

Interest not called for will be credited and draw interest as an original deposit.

Bank open daily from 10 to 3, and on THURSDAY from 10 to 7.
WM. H. SLOCUM, President.
Charles A. Whitney, Secretary.

Trades Savings Bank,

NO. 275 WEST 23D-ST.
SEVEN PER CENT. INTEREST on all sums from $1 to $2,000.
Deposits made on or before July 19 will draw interest from July 1.

UNION DIME SAVINGS BANK,

Nos. 396 and 398 CANAL-ST., corner Laight.
Open daily from 10 to 3, and Monday Evenings 5 to 7.
Assets—Eleven Million Dollars.
Surplus—Seven Hundred and Fifty Thousand Dollars.
SIX PER CENT. INTEREST ALLOWED.
Bank books in English, French, and German. Deposits on or before July 10, draw interest from July 1.
G. S. CHAPIN, Treas. N. J. HAINES, President.
T. S. Armour, Sec.

IRVING SAVINGS INSTITUTION

NO. 96 WARREN-ST., NEW-YORK.
SIX PER CENT. INTEREST allowed on all sums.
Deposits made now draw interest from July 1.
Bank open daily from 10 A. M. to 3 P. M.
WALTER W. CONCKLIN, President.
Vanderbilt L. Buxton, Secretary.

CITIZENS' SAVINGS BANK OF THE CITY OF NEW-YORK.

1873.—July interest.—The twenty-sixth semi-annual interest at the rate of Six per Cent. per annum on all sums of five dollars and upward, which has been on deposit for one or more months next previous to July 1, is now payable.

All interest not called for will remain as principal and bear interest from July 1, and will be entered on the depositors' books any time when presented.

Deposits made on or before Saturday, July 19, will bear interest from the 1st of July. The bank is open every day for the reception and payment of money from 10 A. M. to 3 P. M., and on Mondays and Saturdays from 10 A. M. to 7 P. M. Bank-books in German, French, and English.

Bank No. 58 Bowery, south-west corner of Canal-st.
E. A. QUINTARD, President.
Seymour A. Bunce, Secretary.

DEPOSIT TO-DAY.

THE FREEDMAN'S SAVINGS AND TRUST COMPANY, chartered by the United States.
No. 185 Bleecker-st., New-York.
ASSETS OVER $4,000,000.
J. W. ALVORD, President.
G. W. STICKNEY, Actuary.
A. M. SPERRY, General Inspector.
SAM L. HARRIS, Manager.
JOHN J. ZUILLE, Cashier.
Send for circular.

N. B.—The usual Semi-annual Dividend at the rate of Six per cent. per annum on all sums entitled thereto, will be payable on and after July 21, and if not withdrawn will be compounded.

Broadway Savings Institution,

NO. 237 BROADWAY, entrance on Park-place.

Interest on deposits entitled thereto, for the six months ending June 30, at the rate of SIX PER CENT. PER ANNUM, on all sums of $5 and upward, will be paid on and after MONDAY, July 21.
FRANCIS P. SCHOALS, President.
Wade B. Worrall, Sec. Peter Cumming, Actuary.

GREENWICH SAVINGS BANK.

JULY INTEREST FOR 1873.

The Board of Trustees have ordered interest to be paid to depositors on and after MONDAY, the 21st July, at the rate of seven per cent. per annum on all sums of $500 and under, and all sums over $500 at the rate of six per cent. per annum, entitled thereto, and free from Government tax. Interest not called for will be added as principal.

Money deposited on or before the 10th July will draw interest from 1st.

Bank open daily from 10 to 2 P. M., and on MONDAY, WEDNESDAY, AND FRIDAY from 5 to 7 P. M.
B. F. WHEELWRIGHT, President.
JAMES BRYCE, J. HARSEN RHOADES, } Secretaries.

MUTUAL BENEFIT SAVINGS BANK, SUN BUILDING, NO. 166 NASSAU-ST., NEW-YORK.

DIVIDEND.—A Semi-annual Dividend at the rate of Six per Cent. per annum on all sums of $5 and upward, which have been on deposit one or more months next previous to July 1, will be paid on and after July 21, 1873.

INTEREST not called for will remain as principal, and draw interest from July 1.

BANK OPEN daily from 10 to 3; also Monday and Saturday evenings from 4:30 to 6:30 o'clock.

INTEREST commences on the first of every month following the deposit.
CHARLES K. GRAHAM, President.
G. H. Benedict, Secretary.

METROPOLITAN SAVINGS BANK,

NOS. 1 AND 3 3D-AV.
FORTIETH DIVIDEND.

The usual Semi-annual Interest, at the rate of Six per Cent. per annum, will be paid to depositors on or after July 16, on all sums entitled thereto; or, if not withdrawn, will be added to the account, and will draw interest from July 1, as a deposit of that day.

Deposits made on or before the 19th of July, draw interest from July 1.

By order of the Board of Trustees.
ISAAC T. SMITH, President.
T. W. Lillie, Secretary.

UNION DIME SAVINGS BANK,

NOS. 396 AND 398 CANAL-ST., NEW-YORK.
TWENTY-EIGHTH SEMI-ANNUAL DIVIDEND.

Interest on deposits entitled thereto, for the six months ending June 30, at rate of SIX PER CENT. per annum, on all sums of $5 and upward, will be paid on and after July 21.
G. S. CHAPIN, Treas. N. J. HAINES, Pres.
T. S. Armour, Secretary.

PEOPLE'S SAVINGS BANK.

Third-av., corner of 23d-st. The usual Semi-annual Interest, at the rate of Six per Cent. per annum, on all sums entitled thereto on the 1st of July, will be paid on and after July 20. All money deposited on or before July 20 will draw interest from July 1.
FRED'K OLMSTEAD, President.
Charles T. Rodgers, M. D., Secretary.

Excelsior Savings Bank, No. 374 6th-av., Corner 23d-st., New-York, June 22, 1873. }

EIGHTH SEMI-ANNUAL DIVIDEND.—The trustees of this institution have declared the eighth Semi-annual Dividend of interest at the rate of (6) Six per Cent. per annum, payable on and after the third Monday in July, 1873. All dividends not drawn will receive interest same as a deposit. All moneys deposited on or before July 10 will draw interest from July 1. Interest commences on the 1st of each month.
B. F. BEEKMAN, President.
Wm. Bainbridge Jaudon, Secretary.

NEW-YORK SAVINGS BANK, 8TH-AV., CORNER 14th-st.—SIX PER CENT. INTEREST paid on all sums from $5 to $5,000; deposits made on or before July 20 will draw interest from July 1.
Assets, $3,135,566 63. Surplus, $238,442 49.
R. H. BULL, President.
C. W. Brinckerhoff, Secretary.

PUBLIC NOTICES.

Board of Supervisors, New-York County Court-house, July 7, 1873. }

THE COMMITTEE ON PRINTING AND Stationery of the Board of Supervisors hereby caution all printers and stationers from performing any work or supplying any article unless the requisition for the same has been made to the said Committee and signed and authorized by a majority of the same. No bill will be audited by the Board unless these requirements are strictly complied with.

Supervisor GEORGE KOCH,
Supervisor S. V. R. COOPER,
Supervisor JOHN REILLY,
Supervisor JOHN J. MORRIS,
Supervisor RICHARD FLANAGAN, } Committee on Printing and Stationery.

THIS IS TO GIVE NOTICE—THAT ON THE 1st day of July, A. D. 1873, a warrant in bankruptcy was issued against the estate of JOHN H. POST, of New-York, in the County of New-York and State of New-York, who has been adjudged a bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such bankrupt, to him or for his use, and the transfer of any property by him are forbidden by law; that a meeting of the creditors of the said bankrupt to prove their debts, and to choose one or more assignees of his estate, will be held at a court of bankruptcy, to be holden at No. 152 Broadway, in the City of New-York, before Mr. Henry Wilder Allen, Register, on the 31st day of July, A. D. 1873, at 1 o'clock P. M.
OLIVER FISKE, U. S. Marshal, as Messenger, Southern District of New-York.

THIS IS TO GIVE NOTICE—THAT ON THE 1st day of July, A. D. 1873, a warrant in bankruptcy was issued against the estate of FITZ ROY PAGE, of New-York, in the County of New-York, and State of New-York, who has been adjudged a bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such bankrupt to him or for his use, and the transfer of any property by him are forbidden by law; that a meeting of the creditors of the said bankrupt to prove their debts and to choose one or more assignees of his estate, will be held at a court of bankruptcy, to be holden at No. 152 Broadway, in the City of New-York, before Mr. Henry Wilder Allen, Register, on the 31st day of July, A. D. 1873, at 12 o'clock M.
OLIVER FISKE, United States Marshal, as Messenger, Southern District of New-York.

NOTICE IS HEREBY GIVEN, IN PURSUANCE of an order of the Surrogate of the County of New-York, and according to law, to all persons having claims against MARY E. C. VAN HORNE, late of the City of New-York, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscribers, the executors of the last will and testament of the said deceased, at the counting-room and place of transacting business of the undersigned, Adam Norrie and Gordon Norrie, No. 90 (ninety) Broadway, in the City of New-York, on or before the 10th day of January, 1874.—Dated New-York, the 10th day of July, 1873.
ADAM NORRIE, GORDON NORRIE, DAVID M. CLARKSON, } Executors.
Knox & Mason, Proctors.
jy9-law6mW*

HORSES AND CARRIAGES.

ATTENTION, OWNERS OF HORSES!

THE ZINC COLLAR PAD is guaranteed to CURE the worst case of raw and inflamed neck in ten days, and work the horse every day, and will not chafe or wear the mane. For sale by saddlery hardware dealers and harness-makers. Manufactured by the ZINC COLLAR PAD COMPANY, Buchanan, Mich. Information furnished on application.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES at the TIMES Up-town Office, No. 54½ West 32d-st., junction of Broadway and 6th-av.; and the TIMES West-side Office, No. 308 West 23d-st., corner of 8th-av. NO EXTRA CHARGE WHATEVER.

FOR SALE—FIVE HEAD FULL-BRED ALDERNEY COWS and CALVES, at $75 each.
NOAH CLAPP, No. 13 Hoboken-av., near Five Corners, Jersey City Heights.

FOR SALE—ONE SPAN OF MULES; GOOD ROADSTERS; kind and sound; weight about 2,300 pounds, 16½ hands high. Inquire of ALEXANDER GRAY, Princeton, N. J.

FOR SALE—DOG CART; TWO WHEELS, IN EXCELLENT order.
J. O. WHITTEMORE & CO., No. 521 5th-av.

BOARDING AND LODGING.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES At the Times Up-Town Office, No. 54½ West 32d-st., junction Broadway and 6th-av., And the Times West-Side Office, No. 308 West 23d-st., corner of 8th-av. NO EXTRA CHARGE WHATEVER.

A LADY OF THE HIGHEST RESPECTABILITY would like a few children to board. Address Mrs. E. M. BIXBY, *Times* Up-town Office, No. 54½ West 32d-st.

A NICE FURNISHED ROOM FOR GENTLEMEN; first-class house and location; rent two dollars per week. No. 216 East 10th-st.

NO. 33 WEST 33D-ST.—SUPERIOR BOARD; Summer prices; family and single rooms; permanent; transient.

PARTIES DESIRING TRANSIENT OR PERMANENT accommodations, with or without board, apply to E. A. DAILEY, Everett Library, No. 588 6th-av. Also, rooms for light housekeeping.

SUMMER RESORTS.

COZZENS' West Point Hotel

is now open. For particulars address EDWARD COZZENS, West Point, N. Y.

THE LAUREL HOUSE.

CAUTERSKILL FALLS, Catskill Mountains.
F. L. SCHUTT, Proprietor.

This famous resort is now open for guests. Carriages and S. W. Stimpson, agent for the hotel, will be in attendance at the cars and boats, Catskill.

GRAND HOTEL, BROADWAY, OPPOSITE CONGRESS PARK, SARATOGA.

This new and magnificent hotel, accommodating 1,000 persons, will be opened June 1, 1873. The proprietors have adopted the following schedule of prices:

For the months of June, September, and October, transient guests, $4 50 per day; weekly guests, $4 per day; monthly guests, $3 50 per day.

For the months of July and August, transient guests, $5 per day; weekly guests, $4 50 per day; monthly guests, $4 per day.

Gilmore's famous Boston Jubilee Band has been engaged for the season.

Families desirous of engaging apartments in this modern hotel, possessing the advantages of clothes presses, water, and electric bells in every suite of apartments, will apply to or address
W. W. LELAND & CO., Grand Hotel, Saratoga.

RIVERSIDE HOUSE, 152d-st., on the Hudson.
The best accommodations at moderate rates.
PAUL & DUNCALF.

GLEN MITCHELL HOTEL, SARATOGA.—Lovely drives, walks, and scenery; splendid trotting park adjoining the extensive hotel grounds; fresh breezes; no mosquitoes; elegantly furnished rooms and an unexceptionable cuisine; one and a half miles from Saratoga villa; stabling first class; omnibusses and carriages to all trains.
MITCHELL BROTHERS, Proprietors.

LAKE VIEW HOUSE, LAKE HOPATCONG, fifty miles from New-York City, on Schooley Mountain range, 1,200 feet above the ocean level; lake 10 miles long, 3 miles wide; good boating, fishing, and bathing; via Morris and Essex Railroad to Hopatcong Station; the steam-boat Stella will convey guests to the house.
WAINWRIGHT HAMILTON, Proprietor.

FOR SALE AT EAST HAMPTON, LONG Island—Two cottages, containing each nine rooms, newly built, situated within three minutes of beach, and commanding views of the ocean from three sides; price moderate; terms easy. Apply to Rev. S. L. MERSHON, Middlebush, N. J., or East Hampton, Long Island, or DAN TALMAGE'S SONS, No. 110 Water-st., New-York.

ROUNDTOP RETREAT.—NEW FARM-HOUSE ten miles from Catskill, near base of mountain—Parties desiring a shady, quiet, healthy location; large, airy rooms; good board, including plenty of fresh vegetables, berries, &c., $7 per week, may address J. B. EDGERLY, Cairo, Greene County, N. Y.

AMONG THE CATSKILL MOUNTAINS AT Westkill, Greene County, N. Y., persons can obtain desirable board at a farm-house at $1 per day; good table, fine view, and plenty of milk. Address ROBERT H. BARR, No. 218 Greenwich-st., New-York, or apply after 4 o'clock.

NEVERSINK HOTEL, HIGHLANDS, N. J., CHARLES V. BERNER, Proprietor; families accommodated with board at $10 to 12 per week; boats and bathing for boarders free of charge; parties supplied with meals and refreshments at all hours.

HEATH HOUSE, SCHOOLEY MOUNTAIN Springs, N. J.—Now open; mountain scenery unsurpassed; no mosquitoes; first-class. J. WARREN COLEMAN, Proprietor.

NEW-JERSEY SOUTHERN RAILROAD Company's Long Branch Excursion House (on the European plan) will open for the reception of guests July 1, 1873.

LAWRENCE HOUSE, CORNWALL, ON THE Hudson.—Board for the Summer.
J. J. LAWRENCE.

BELMONT HALL, SCHOOLEY'S MOUNTAIN Springs, N. J., is now open for company.
D. A. CROWELL.

COUNTRY BOARD.

COUNTRY BOARD.—KATONAH, ONE AND A half hours from City via Harlem Road; spacious mansion, forests, delightful walks and drives; 250 acres; twenty cows, nine horses; every fresh vegetable, and pure mountain air, with moderate prices. Refers to HALL J. HOW, No. 12 Pine-st.

COUNTRY BOARD AMONG THE CATSKILLS $6 per week. Reference—Frank H. Lewin, Pennsylvania Railroad office, No. 1 Astor House; Davis & Soule, West-side Hotel, Nos. 225 and 227 6th-av., New-York; or address MACK MARTIN, Prattsville, Greene County, N. Y.

COUNTRY BOARD—NEAR KATONAH, ON THE Harlem Railroad. Good rooms, good table, and a very healthy location. Address or apply to
WM. NEWMAN, Katonah, N. Y.

PARTIES DESIRING COUNTRY BOARD—Apply to E. A. DAILEY, Everett Library, No. 588 6th-av. Choice houses at Saratoga, Spuyten Duyvil, or farm-houses in various locations.

COUNTRY BOARD AT GREENWICH, CONN.—New house with large airy rooms; new furniture; near depot and steam-boat landing. Address T. H. DELANO, Greenwich, Conn.

SURROGATE NOTICES.

BRADFORD, WM. B. & CO.—IN PURSUANCE of an order of Hon. R. L. Larremore, one of the Judges of the Court of Common Pleas, in and for the City and County of New-York, notice is hereby given to all persons having claims against the late firm of W. B. Bradford & Co., of the City of New-York, to present the same, with vouchers thereof, to the subscriber, at his office, No. 32 Vesey-st., in the City of New-York, on or before the 2d day of January, 1874, next.
CALVIN L. COLE, Receiver.
New-York, June 30, 1873. jy2-law6mW*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against CORNELIA K. FORSYTH, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 4 Broad-street, in the City of New-York, on or before the 1st day of December next.—Dated New-York, the 27th day of May, 1873.
RUSSELL FORSYTH, Administrator.
my28-law6mW*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against DAVID S. JACKSON, Jr., late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 23 Thomas-street, in the City of New-York, on or before the 20th day of October next.—Dated New-York, the 15th day of April, 1873.
ap16-law6mW G. K. SHERIDAN, Executor.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against BARNEY MURRAY, late of the City of New-York, deceased, to present the same, with vouchers thereof to the subscriber, at his residence, No. 403 East Fifty-third-street, in the City of New-York, on or before the 16th day of December next.—Dated New-York, the 9th day of June, 1873.
JOHN GRIFFIN, Executor.
jy10-law6m*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against HUGH KELLY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at her residence, No. 363 West 56th-street, in the City of New-York, on or before the 24th day of December next.—Dated New-York, the 17th day of June, 1873. VIRGINIA P. KELLY, Executrix.
je18-law6mW*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOAN J. DORTIC, late of the City of New-York, merchant, deceased, to present the same, with vouchers thereof to the subscriber, at his office and place of business, No. 90 Water-st., in the City of New-York, on or before the 15th day of July next.—Dated New-York, the 7th day of January, 1873.
SEBASTIAN C. DORTIC, Executor.
je8-law6mW*

AMUSEMENTS.

UNION-SQUARE THEATRE.

Proprietor......Mr. SHERIDAN SHOOK
Manager......Mr. A. M. PALMER

THIS (WEDNESDAY) EVENING, POSITIVELY THE LAST PERFORMANCE of the beautiful play of

JANE EYRE, JANE EYRE, JANE EYRE,

And last appearance, for the present, of the favorite actress, CHARLOTTE THOMPSON, whose engagements in California and the West oblige her to bring her present most successful engagement to a close.

THIS EVENING'S PERFORMANCE is for the BENEFIT of the author of the play, T. E. OSMUN, Esq.

*** This house will reopen MONDAY EVENING, Aug. 4, on which occasion the celebrated VOKES FAMILY will appear, for the first time here, in their new play, FUN IN A FOG.

The regular Fall and Winter season of 1873-74 will open on MONDAY EVENING, SEPT. 29, WITH A COMEDY COMPANY OF UNEQUALED EXCELLENCE.

INSTRUCTION.

AMALIENBERG CASTLE, VALLEY OF THE MURG, GRAND DUCHY OF BADEN.

Under the patronage of H. R. H. the Grand Duchess of Baden.

Dr. HEDLER receives at the above address a limited number of young American gentlemen, who are desirous of acquiring a thorough knowledge of German and French from native professors, and of pursuing their other studies. Elementary and complete instruction is given in English, History, Geography, and in all branches of Mathematics. Amalienberg is beautifully and healthily situated in the Valley of the Murg, on the border of the Black Forest, at an hour's distance from Baden.

Divine service is celebrated in the Chapel adjoining the Castle.

Prospectuses can be obtained of Mr. PITT COOKE, of Messrs. Jay Cooke & Co., who has kindly consented to answer inquiries respecting the establishment.

Highest references in America and Europe.

BOARDING-SCHOOL ESTABLISHMENT FOR SALE.

The subscriber offers for sale the property known as the "Rectory School," Hamden, Conn., embracing school-house, fitted up in good style, with all the appurtenances, &c.; dwelling-house fairly furnished; both of which are heated by steam, and supplied with water; also, play-house, barn, boat-house, boats, &c.

The grounds comprise about twelve acres, in orchard, meadow, skating-pond, and gardens. The whole school is complete in all its arrangements, and is believed to be unsurpassed by any private school in the country.

Apply to C. W. EVEREST.
Hamden, Conn., June 21, 1873.

WARREN ACADEMY, Woburn, Mass., OPEN SEPT. 8, 1873.

A scientific School, especially arranged to fit for admission to the Massachusetts Institute of Technology and like institutions, with ample chemical and physical laboratories for practice and drawing-rooms for instruction in mechanical and free-hand drawing. Refers to the President of Institute of Technology. For circular, and further information, address Dr. EPHRAIM CUTTER, Secretary, Woburn, Mass.

MADAME O. da SILVA AND MRS. ALEX. BRADFORD'S

(formerly Mrs. OGDEN HOFFMAN'S) English, French and German Boarding and Day School for young ladies and children, No. 17 West 38th-st., New-York, reopens Sept. 24. Application may be made by letter or personally as above.

NEWBURG INSTITUTE.

A FAMILY SCHOOL FOR BOYS, Newburg, N. Y. Write for circular.
HENRY W. SIGLAR, JOHN MACNIE, } Principals.

MISSES PORTER & CHAMPNEY'S HOME SCHOOL FOR YOUNG LADIES AND CHILDREN.

OLD HADLEY, Mass. The Fall term commences on Wednesday, Sept. 17, 1873. For circulars and testimonials, address the Principals.

WELLS FEMALE COLLEGE,

BANK OF CAYUGA LAKE, AURORA, N. Y.
Academic Department. For catalogue and lecture course address M. M. CARTER, Vice-President.

EDUCATION COMBINED WITH TRAVEL.—There is being formed a party of young gentlewomen to leave New-York for Europe, under the guidance of a lady who has passed many years in foreign countries, and who will conduct their studies in languages and other branches of learning. Details in prospectus. Address TRAVELER, No. 39 West 26th-st., New-York. Personal application preferred.

"AMER. SCHOOL INSTITUTE" AIDS ALL who want good teachers; represents Teachers who seek positions, and does general Educational business. Established 1855. No. 14 Bond-st., New-York.
J. W. SCHERMERHORN, A. M., Actuary.

HUDSON YOUNG LADIES' SEMINARY, HUDSON, N. Y.—The Autumn term begins Sept. 8, 1873; a native French teacher resides in the family; terms, $300 per annum. Misses PEAKE, Principals.

JACKSON MILITARY INSTITUTE, Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

BOYS' HOME AND SCHOOL.—FALLEY SEMINARY, Fulton, Oswego County, N. Y., reopens 1st September, combining the facilities of a complete education with the advantage of a Christian home. Address Rev. JAMES GILMOUR.

GROVE HALL, NEW-HAVEN, CONN.—SCHOOL FOR YOUNG LADIES—Established 1820.—Next term commences Sept. 24. Apply for circulars and information to Prof. O. P. HUBBARD or EDWARD A. KINGSLEY, M. A., Principal.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY.—For catalogue and June entrance examination papers address Prof. SAMUEL KNEELAND, Secretary, Boston, Mass.

CHARLIER INSTITUTE FOR YOUNG GENTLEMEN, Nos. 126 and 128 East 24th-st., will reopen Sept. 22—Boarding and Day School.

OREAD INSTITUTE FOR YOUNG LADIES, Worcester, Mass. Send for catalogue. H. R. GREENE, A. M., Principal.

ELIZABETH COLLEGIATE SCHOOL.—A home for boys, Elizabeth, N. J.
REV. J. C. WYCKOFF.

PROPOSALS.

PROPOSALS FOR HEAD-STONES FOR NATIONAL MILITARY CEMETERIES.

War Department, Quartermaster General's Office, Washington, June 27, 1873. }

Proposals are invited for furnishing head-stones for the National Military Cemeteries, as prescribed by the law of 3d March, 1873, of which the following is an extract:

* * * * * * *

Provided, that the head-stones required by an act entitled "an act to establish and protect National Cemeteries," approved Feb. 22, 1867, and the act amendatory thereof, approved June 8, 1872, shall be of durable stone, and of such design and weight as shall keep them in place when set, and the contract for supplying the same shall be awarded by the Secretary of War, after sixty days' advertisement in ten newspapers of general circulation, to some responsible person or persons whose samples and bids shall in the greatest measure combine the elements of durability, decency, and cheapness; and the sum of $1,000,000 is hereby appropriated for said purpose out of any money in the Treasury not otherwise appropriated; and the Secretary of War shall first determine for the various cemeteries the size and model for such head-stones, and the standards of quality and color of the stone to be used, and bids shall be made and decided with reference thereto; and contracts may be made for separate quantities of such head-stones; and the contracts made under this act shall provide for furnishing and setting all the said head-stones, and shall not in the aggregate exceed the sum hereby appropriated.

* * * * * * *

The total number to be furnished is estimated at 253,088. For the known, 147,694; for the unknown, 105,394.

Specifications, describing in detail the standard fixed by the Secretary of War, can be had on application by letter to this office, where also a specimen will be placed on exhibition within a few days.

The proposals should be in sealed envelopes, marked "Proposals for Head-stones for National Military Cemeteries," and addressed to the Quartermaster General of the Army, in whose office they will be opened, in the presence of bidders, on Saturday, September 6, 1873, commencing at 11 o'clock, A. M.

By order of the Secretary of War,
M. C. MEIGS, Quartermaster General, Brevet Maj. Gen. U. S. A.

Board of Supervisors, New-York County Court-house, July 7, 1873. }

THE COMMITTEE ON ARMORIES AND Drill-rooms of the Board of Supervisors invite proposals for carpenters' and masons' work required in the completion of the alterations of the southerly end of Centre Market, on the corner of Centre and Grand sts., to prepare the same for an armory. Specifications can be obtained at the Clerk's office of the Board of Supervisors.

Bids will be received for each of the above-named (carpenter or mason-work) separate or together, until the 21st day of July, 1873, at the office of the Clerk of the Board of Supervisors. The Committee reserve the right to reject any or all such proposals.

Supervisor PETER KEHR,
Supervisor JOHN REILLY,
Supervisor O. P. C. BILLINGS,
Supervisor PATRICK LYSAGHT,
Supervisor S. V. R. COOPER, } Committee on Armories and Drill-rooms.

United States Engineer Office, third story Union Bank Building, Fayette, near Charles-st., Baltimore, Md., June 30, 1873. }

PROPOSALS

For additional dredging in the Appomattox River below Petersburg, Va., will be received until noon of July 25, 1873, and opened immediately thereafter.

The right to reject any bid is reserved.

Blank forms, specifications, and any desired information can be had on application at this office.
WM. P. CRAIGHILL, Major of Engineers, United States Army.

NOTICE TO BUILDERS.

Sealed proposals will be received at the office of the Harlem River and Portchester Railroad Company until 12 M. on SATURDAY, July 12, 1873, for furnishing material and constructing five depot buildings on the line of their road between New Rochelle and Mott Haven. Plans and specifications can be seen at the office of the engineer, corner of 133d-st. and Boston Road, Mott Haven. The company reserve the right to reject any or all bids not deemed for their interest.
H. G. SCOFIELD, Engineer H. R. and P. C. R. R.

Office of the Buffalo City Water Works, No. 20 West Swan-st., Buffalo, July 2, 1873. }

SEALED PROPOSALS WILL BE RECEIVED AT this office, until WEDNESDAY, July 16, at 9 A. M., for completing the new Tunnel for the Buffalo City Water Works under the Niagara River, and building an Inlet Pier at the termination of said tunnel.

Plans and specifications may be examined at this office, on or after Wednesday, the 9th day of July, 1873.

The Commissioners reserve the right to reject any or all bids.
C. J. WELLS, P. S. MARSH, JAMES RYAN, Water Commissioners.

AMUSEMENTS.

OLYMPIC THEATRE.—EVERY EVENING AT 8.

UNSURPASSED ATTRACTION.
LAST WEEK OF THE SEASON.
MONDAY EVENING, July 7,
ANOTHER NEW NOVELTY.

Farewell performances of the gifted and accomplished actress, Miss AMY STONE, who will appear till further notice in her superb Romantic Military Drama entitled CIGARETTE, THE LITTLE LEOPARD OF FRANCE. Beautiful Scenery, Elegant Costumes, Fresh Appointments, New Mechanical Effects, a Complete and Supreme Cast of Characters. The entertainment challenges competition in Excellence, Completion, and Novelty.

Matinée at 2 P. M., Wednesday and Saturday.

CENTRAL PARK GARDEN.

THEO. THOMAS' UNEQUALED SUMMER NIGHTS' CONCERTS.
THIS AND EVERY EVENING at 8 o'clock.
Change of programme every evening.
Admission, 50 cents; packages containing twelve tickets, $4, at the usual places. Private boxes, $2 extra.
EVERY THURSDAY EVENING, GRAND EXTRA CONCERT.

WOOD'S MUSEUM—HARRY CLIFFORD.

ANOTHER SUCCESS.

EVENING AT 8.	AFTERNOON AT 2.
The celebrated Actor, Mr. HARRY CLIFFORD, in McCloskey's great sensational drama, entitled: POMP.	FIRST TIME of the American Tragedian, Mr. D. E. RALTON, in the sensational drama in five acts, entitled: WILD BILL.

METROPOLITAN MUSEUM OF ART.—TEMPORARY building, No. 128 West 14th-st. The Di Cesnola collections from Cyprus and the Loan collections of works of art, are open to the public daily from 10 A. M. until 6 P. M. Admission, 50 cents. New and important additions have been made to the Loan collections.

EXCURSIONS.

FORT LEE, PLEASANT VALLEY, AND SHADY SIDE steamers leave daily from Spring-st. at 10 A. M.; 2, 5:10, and 7 P. M., landing at 23d-st. ten minutes later. Sunday time from Spring-st., 9:30, 10, and 11 A. M.; 1, 2, and 2:30 P. M., landing at 23d-st. Fare, 15 cents.

EAST RIVER ROUTE TO CONEY ISLAND.—Steamer MONITOR leaves daily, 8th-st., East River, at 9:30 A. M., 12:30 and 3:30 P. M.; Peck-slip, 9:50 A. M., 12:50 and 3:50 P. M.; Fulton Ferry, Martin's Pier, Brooklyn, 10 A. M., 1 and 4 P. M.

THE TURF.

NEW-JERSEY SOUTHERN RAILROAD LINE.

LONG BRANCH RACES.

In addition to the regular trains of this line leaving Pier No. 28 North River, (foot Murray-st.,) for Long Branch and the race course at 6:45, 9:40 A. M., 1:40, 4, and 5:15 P. M.,

AN EXTRA BOAT FOR THE RACES will be run July 4, 8, 9, 10, 12, 15, 16, 17, and 19, LEAVING NO. 28 NORTH RIVER

AT 10:30 A. M.,

Arriving at Long Branch 12:30 P. M., Monmouth Park 12:45 P. M., and returning immediately after the races are over, arriving in New-York about 6:30 P. M.

REDUCED FARE.

Admission to the race course free.
M. W. SEXAT, Superintendent.
JOHN F. COLE, General Freight and Passenger Agent.

LONG BRANCH RACES.

Commence July 4, and continue the 8th, 9th, 10th, 12th, 15th, 16th, 17th, and 19th.
JOHN HOEY, President.

LEGAL NOTICES.

SUPREME COURT—CITY AND COUNTY OF New-York.—ZADOCK EINSTEIN, ABRAM EINSTEIN and SAMUEL ARCHER, against MORRIS HEYMAN and SIMON HEYMAN.—Summons for a money demand on contract.—Com. not served.—To the above-named defendants: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the City Hall, in the City of New-York, and to serve a copy of your answer to the said complaint, on the subscribers, at their office, Numbers 320 and 322 Broadway, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of two thousand two hundred and fifty-four dollars and twenty-six cents, with interest from the 18th day of December, 1872, at and after the rate of six per cent. per annum, besides the costs and disbursements of this action.—Dated May 21, 1873.
BOARDMAN & BOARDMAN, Plaintiffs' Attorneys.

The complaint in this action was this day filed in the office of the Clerk of the City and County of New-York, in the Court-house in the City of New-York.—June 9, 1873.
BOARDMAN & BOARDMAN, Attorneys for Plaintiffs, Nos. 320 and 322 Broadway, New-York City.
je11-law6wW

NEW-YORK SUPREME COURT.—JOHN B. COTTE, plaintiff, against JAMES NOLEN, and Ellen Nolen, his wife, Joseph Bell, Edward Lumley, John J. Wickes and Ada Wickes, his wife, Charles H. Parsons, James S. Bailey, Rebecca Doty, administratrix of John Doty, George S. Page, Ralph Thomas, Luke S. Mills, Henry A. Cheever, Edward H. Close, Robert Francis, Henry A. Peck, William L. Peck, and Abraham P. Skidmore, defendants.—(No. 2.)—To the defendants: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Kings, at the County Court-house, in the City of Brooklyn, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 9 Murray-street, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service, and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the court for the relief demanded in the complaint. Dated June 28, 1873.
NORWOOD & COGGESHALL, Plaintiff's Attorneys.

The complaint in the above entitled action was duly filed in the office of the Clerk of the County of Kings, in the County Court-house, in the City of Brooklyn, on the 28th day of June, 1873.
NORWOOD & COGGESHALL, Plaintiff's Attorneys.
jy9-law7wW

NEW-YORK SUPREME COURT.—JOHN B. CATTE, plaintiff, against JAMES NOLEN and Ellen Nolen, his wife, Theodore Burgmyer, James S. Bailey, Edward Lumley, John J. Wickes, and Ada Wickes, his wife; Rebecca Doty, administratrix of John Doty; Geo. S. Page, Ralph Thomas, Luke S. Mills, Henry A. Cheever, Edward H. Close, Robert Francis, Henry A. Peck, Wm. L. Peck, and Abraham B. Skidmore, defendants.—(No. 1.)—To the defendants: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the County of Kings, at the County Court-house, in the city of Brooklyn, and to serve a copy of your answer to the said complaint on the subscribers, at their office, No. 9 Murray-street, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated June 28, 1873.
NORWOOD & COGGESHALL, Plaintiff's Attorneys.

The complaint in the above entitled action was duly filed in the office of the Clerk of the County of Kings, in the County Court-house, in the city of Brooklyn, on the 28th day of June, 1873.
NORWOOD & COGGESHALL, Plaintiff's Attorneys.
jy9-law7wW

SUPREME COURT—STATE OF NEW-YORK, CITY and County of New-York.—WILLIAM D. CHETWOOD, plaintiff, against JOHN CHETWOOD and Mary C., his wife, Hobart Chetwood, Bradbury C. Chetwood and Eleanor K., his wife, Susan J. Barber and William P. Barber, her husband, defendants.—Summons—For relief.—(Com. not served.)—To the defendants above named and each of them: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the Supreme Court for the City and County of New-York, at the Court-house, in the City of New-York, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 290 Broadway, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the court for the relief demanded in the complaint.—Dated New-York, April 29, 1873.
ROBT. DAVIDSON, Plaintiff's Attorney,
je18-law6wW No. 290 Broadway, New-York.

The complaint in the above-entitled action was filed in the office of the Clerk of the Supreme Court for the City and County of New-York, on the 24th day of May, 1873.—Dated New-York, June 6, 1873.
ROBT. DAVIDSON, Plaintiff's Attorney.

BANKRUPT NOTICES.

DISTRICT COURT OF THE UNITED STATES for the Southern District of Louisiana.—In the matter of WILLIAM DAVIS and JACOB JACKSON, bankrupts.—In Bankruptcy.—No. 1,189.—To the creditors of the bankrupts above named: You and each of you are hereby notified to file your proofs of debt at the office of C. S. Kellogg, Esq., Register in Bankruptcy, at the Custom-house, in the City of New-Orleans, La., on or before the 1st day of August, 1873, or, in default thereof, you will be debarred from any share in the dividend which will be declared and paid on said estate.—Dated New-York, June 20, 1873.
ARNOLD H. ELLIS, JULIUS CATLIN, Jr., LEWIS LEVENSON, } Trustees.
je23-2aw4wM*

IN BANKRUPTCY.—DISTRICT OF NEW-JERSEY, ss.—At Newark, on the 23d day of June, A. D. 1873.—The undersigned hereby gives notice of his appointment as assignee of WILLIAM H. ALLEN, of Plainfield, in the County of Union, and State of New-Jersey, within said district, who has been adjudged a bankrupt upon creditors' petition by the District Court of said district.
E. N. MILLER, Assignee, &c.,
je25-law3wW No. 782 Broad-st., Newark, N. J.

COPARTNERSHIP NOTICES.

DISSOLUTION OF COPARTNERSHIP.

The copartnership heretofore existing under the name and firm of LEWIS BROS. is this day dissolved by mutual consent. J. E. Lewis is authorised to collect all the bills and debts outstanding of said firm, and settle all accounts of said partnership.
J. E. LEWIS.
J. E. Lewis will continue business at No. 7 South-st., New-York City.

DISSOLUTION.—THE FIRM OF H. ANSPACHER & CO., manufacturers of paper-hangings, is this day dissolved by mutual consent. H. ANSPACHER is alone authorized to collect outstanding accounts and sign the firm name in liquidation.
HERMAN ANSPACHER.
GEO. GODFREY, Jr.
No. 220 Fulton-st., New-York, July 1, 1873.

MARBLE MANTELS.

MARBLE AND MARBLEIZED MANTELS AND TILING,

Superior to anything offered in this City; also, monuments, head-stones, counters, and wainscoting; fine selections at S. KLABER & CO.'S Steam Marble-works, Nos. 217 to 223 West 51st-st., between Broadway and 8th-av.

STEWART'S SLATE MANTELS, MARBLE AND Wood Mantels. Rich and elegant designs at the lowest prices. 220 and 222 West 23d-st., bet. 7th and 8th-avs.

THE SEVENTY.

A REVIEW OF THE COMMITTEE'S HISTORY.

MEMBERS WHO HOLD OFFICE, AND THE OFFICE-HOLDERS APPOINTED THROUGH ITS INFLUENCE.

The present unsatisfactory condition of the reform movement begun at the Cooper Union, by the mass-meeting of citizens on the night of Sept. 4, 1871, seems to call for a review of the history of the committee intrusted with the work of carrying out the principles then enunciated, and so enthusiastically indorsed.

The Young Democracy movement under Thomas A. Ledwith's leadership; the work of the Council of Political Reform, under the lead of Dexter A. Hawkins; the publication of the Controller's secret accounts in THE TIMES, and the other important events which brought about the great and irresistible uprising of the people against the Ring, after the passage of its charter of 1870, can be readily remembered.

The climax of excitement and indignation over the shameful frauds perpetrated on tax-payers was reached at the great reform meeting, on the night of Sept. 4, 1871, when the Committee of Seventy was created.

The great hall crowded to suffocation, the outside meetings, and the stirring speeches and resolutions made, will always be memorable in the annals of the City. The call for the meeting, as previously published in THE TIMES, was simple and modest. It invited citizens and tax-payers, irrespective of party and opposed to the corrupt administration of City affairs, to attend. Mr. James M. Brown, of Brown Brothers & Co., read the call, and the meeting was organized by the election, as President, of Mr. Havemeyer, who made the opening speech, denouncing the Ring. Mr. Henry then read a list of 252 Vice Presidents and fifteen Secretaries. They were all gentlemen of high social standing, and enjoyed the entire confidence of the community.

Judge Emott next addressed the meeting, taking THE TIMES' exposures for his theme, and he was followed by Mr. Ottendorfer, who deplored the existing state of affairs, and exhorted those who favored local reform not to allow the movement inaugurated to be in any way connected with party machinations. Mr. Ottendorfer's speech was cautiously worded, but able, and implied a pledge for the support of the honest masses of Germans. Mr. Joseph H. Choate, from the Committee on Resolutions, presented a series of resolutions, giving the sense of the meeting and the remedies to be applied, and they were received with unqualified indorsement. Ex-Gov. Salomon, Mr. Roosevelt, Judge Pierrepont, and ex-Mayor Opdyke followed in eloquent reform speeches, and letters were read from Gen. Dix and other earnest citizens, who were unavoidably absent. At the conclusion of the meeting Mr. John Foley read the names of seventy gentlemen who were to act for the meeting as an executive committee. The names of this Committee of Seventy were as follows: Hon. Henry G. Stebbins, Hon. William F. Havemeyer, ex-Gov. Edward Salomon, ex-Judge G. C. Barrett, Jackson S. Schultz, ex-Judge James Emott, W. H. Neilson, Isaac H. Bailey, D. Willis James, James M. Brown, Henry Clews, H. F. Spaulding, George W. Lane, William R. Vermilye, Ed. Townsend, Lewis Ballard, Paul A. Spofford, Jas. M. Halstead, Hon. J. B. Varnum, Robert Hoe, Hon. John Wheeler, H. N. Beers, Samuel J. Christie, Judge Thos. A. Ledwith, Jas. Blumenthal, Gen. John A. Dix, Geo. W. Varian, J. J. O'Donohue, Roswell D. Hatch, John M. White, Eugene Ballin, Hon. Wm. M. Evarts, Julius W. Tiemann, Reuben W. Howes, W. C. Barrett, Emil Sauer, Albert Klamroth, Fred. Schack, John A. Stewart, Robt. Lenox Kennedy, B. B. Sherman, C. E. Detmold, Chas. Creary, Samuel D. Babcock, Edwards Pierrepont, Joseph H. Choate, John Foley, John Straiton, Thos. McLelland, Major J. M. Bundy, Henry Nicoll, E. Krackowizer, M. D., Adrian Iselin, Jonathan Sturges, Theo. Steinway, Royal Phelps, John C. Green, Wm. H. Wickham, Hon. Robt. B. Roosevelt, Simon Sterne, Geo. Van Slyck, Wm. C. Molloy, Col. N. G. Dunn, T. C. Cunningham, S. B. Ruggles, Robt. B. Mooney, Francis C. Barlow, Thos. W. Piersall, Wm. M. Fleiss, Jos. Seligman, and Wm. Radde.

ORGANIZATION OF THE COMMITTEE OF SEVENTY.

This Executive Committee met the day after the meeting at the office of William R. Vermilye, No. 20 Nassau-street, to begin the business it had been created to do. At this meeting it was decided that the name of the committee should be "The Executive Committee of Citizens and Tax-payers for the Financial Reform of the City and County of New-York," and Henry G. Stebbins was appointed Chairman, William F. Havemeyer Vice Chairman, Emil Sauer Treasurer, Roswell D. Hatch Secretary, and William E. Warren Assistant Secretary.

The next meeting was held two days afterward in the Chamber of Commerce. Mr. Royal Phelps having resigned from the committee, Gen. John Ewen was elected to fill the vacancy. It was also decided that the deliberations of the committee should be thenceforth private, and this rule has been rigidly adhered to ever since, the Press being only furnished with such reports of the committee's meetings as it has deemed would be judicious to publish. This rule has proved to be a good one for the committee's interests, as hostile criticism on its deliberations by the Press has been prevented for want of the proper kind of material in the reports manifolded and distributed by a private secretary.

The most important subcommittee in the early days of the Seventy was also appointed at this meeting. It was entitled the Committee on Remedies, and was composed of Joseph H. Choate, Robert B. Roosevelt, Edward Salomon, James Emott, Francis C. Barlow, John Foley, Edwards Pierrepont, W. H. Neilson, Henry F. Spaulding, and Simon Sterne.

This committee organized the plan of action for the general body and performed all its most important work. The first question referred to it for consideration was a resolution by Mr. Samuel B. Ruggles, looking to the establishment of the principle of minority representation as a means of checking by legal measures any illegal or undue increase of the public debt. This idea, introduced in the second meeting of the committee, finally developed into the system of cumulative voting, proposed by Mr. Sterne, and incorporated in the Seventy's charter. At the meeting of the committee, Sept. 14, the Subcommittee on Remedies was empowered to assume the Foley injunction suit; a subcommittee of lawyers were appointed to examine into the City and County accounts, and a committee of ten, among whom were Gen. Dix, Mr. Pierrepont, and ex-Gov. Salomon, to wait upon the Governor. A Committee on Vacancies was also formed, composed of Hon. W. F. Havemeyer, R. B. Nooney, and H. N. Beers, and this committee has had much to do with the after-composition of the general body.

THE COMMITTEE'S WORK.

The committee had now fairly entered upon the work of Reform, encouraged by the good wishes of honest men of all parties, and its triumphant career culminated in the great Reform victory at the ballot-box in the Fall of 1871. Chas. O'Conor and such men as Samuel J. Tilden and others in the Tammany Hall party who had characters to lose had joined hands with the committee and endeavored by their action and public speeches to convince the public that they had no further affiliation with the corrupt Ring with which they had so long been politically associated.

The sub-committee intrusted with the work of conducting the elections of 1871, and chiefly entitled to the credit of successfully managing the details of that campaign, was composed of Messrs. Joseph H. Choate, Chairman; Jackson S. Schultz, Charles Watson, Isaac H. Bailey, Severn D. Moulton, and B. B. Sherman, Republicans, and Joseph Blumenthal, John Wheeler, W. C. Barrett, and Edward Cooper, Democrats. This committee engaged as a helper John I. Davenport, who had proved himself an efficient preventer of frauds as chief United States Supervisor of Elections in this City in 1870. Mr. Davenport rendered valuable aid to the committee in the conduct of the machinery of the election, and did much to insure success at the polls. The chief business of the Committee on Elections at its daily and nightly meetings, for weeks before the election, was to decide upon the rival claims of candidates for the indorsement of the Seventy. A ticket for Reform voters was finally made up, and by the system of watchers the result, as has been stated, was victory.

After the election, the Committee of Seventy, arguing that its mission was not complete until such legislation had been obtained as would guarantee a permanently good government, resolved to continue its organization until that end was attained. Its first important work after the new Legislature assembled, in the Winter of 1872, was to endeavor to secure the passage of a new charter.

The principle of minority representation by cumulative voting, first suggested by Mr. Edward Cooper, found a strong advocate in Mr. Simon Sterne, who, seizing upon the idea, mapped out a plan, which was afterward adopted by the committee and embodied in the charter which they urged the State Government to adopt for the City. This theory of cumulative voting not being well understood by the masses, the charter, assailed for this reason in the Legislature, was only passed after much amendment, to be vetoed by Gov. Hoffman, who argued that this innovation was unconstitutional.

The laborers for the Committee of Seventy at that session of the Legislature were ex-Gov. Salomon and Simon Sterne, and a special committee of five, consisting of Messrs. John Wheeler, Jas. Blumenthal, Chas. Watrous, Isaac H. Bailey, and Robert Hoe. Messrs. Salomon and Sterne were paid for their services out of the committee's funds, they remaining in Albany all Winter. Of the Committee of Five, Mr. Wheeler claimed and obtained $2,500, the others neither asking nor receiving remuneration. Unsuccessful in securing the passage of the Seventy's charter, an effort was made to influence the passage of the charter prepared by Senator Palmer, which was believed to be in the interests of reform. This charter, too, after passing the Legislature, was vetoed by the Governor. The only result of the committee's Winter labor in Albany was the passage of the present Election law for this City.

An effort to induce the Legislature to take some public action in the case of Tweed, alleged to be fraudulently elected Senator, also failed, Tweed keeping away from Albany by advice of his counsel. The results of Mr. Davenport's investigations in the City Departments for specific proofs of Tweed's guilt were reported in THE TIMES, and made a remarkable statement of fraud.

THE COMMITTEE DISCOURAGED.

The committee was much discouraged by the result of its labors at Albany, and it was generally supposed that its dissolution was at hand. People began to look for some other agency to finish the work begun. Organizations professing reform were multiplied, and Tammany bid for popular support by professions of "purification," under the control of John Kelly and Samuel J. Tilden. The majority of these new reform bodies were humbugs, and the "purification" of Tammany Hall was believed to be a sham. While the Committee of Seventy was in this dormant condition the political campaign of November, 1872, was approaching. The Republican Party of the City was just before that time in an excellent state of organization, with a prospect of polling a much larger vote than in former years, from the many accessions to its ranks. And there was also a large portion of the Democracy, led by Senator O'Brien, eager to cooperate with it for the defeat of Tammany Hall in the local election, if a political combination agreeable to both parties could be formed.

RESUSCITATION OF THE SEVENTY.

As the election drew near the Committee of Seventy again became active, and it was soon evident that it was to exercise much power for good or evil. Its Committee on Elections held nightly sittings in the Everett House, and every association bearing the name of reform, whether entitled to it or not, rallied around its standard. The Seventy received once more a hearty support from THE TIMES, and the Republican Party followed suit, while "regenerated" Tammany Hall tried to curry favor with it to secure an indorsement of its candidates. Gen. Dix, whose record in the service of the nation had induced the Republican Party of the State to make him its nominee for Governor, was a member of the committee. And the party believed that if it could send such men as were wanted to Albany and secure the nomination and election of proper persons for Mayor and Aldermen much might be accomplished, and this task the committee undertook.

The Election Committee was less harmonious in this campaign than in the one before, and strong influences were brought to bear by candidates of the Republican and Democratic parties for the committee's indorsement. This was productive of so much heated feeling that but for the efforts of magnanimous men of both parties, it would have led to disorganization. Ex-Mayor Havemeyer, who, it was well known by all parties, was a favorite candidate of the Committee of Seventy for the position he had formerly held, was also nominated by John Foley and several others of its members, who had organized a new reform association. After some deliberation he was heartily nominated by the Republican County Convention and immediately indorsed by the Committee of Seventy. A full ticket was finally indorsed by the committee, and all parties, except Tammany, were recognized, and the committee also ran as their candidates for Aldermen Mr. Henry Clausen and Peter B. Olney. These gentlemen received about 11,000 votes, and this was believed to be the entire numerical strength of the committee's special following at that time.

THE STRUGGLE FOR THE CHARTER.

The sweeping Republican victory in the State giving the party the Governor and the control of the Legislature, threw the responsibility of bad legislation on its shoulders. Many Republicans believed that if this City were badly governed, the Republican Party would be the greatest sufferers in the estimation of the masses, and if it were to have the responsibility it should have the power. They endeavored to pass a charter which would give them the control of the City. The Committee of Seventy, Mayor Havemeyer, and Controller Green opposed them, and finally a charter was passed which did not wholly satisfy anybody, and which, while retaining in office Mr. Green as Controller, Mr. Stebbins as President of the Park Commission, and Mr. Van Nort in the Department of Public Works, legislated into the office of President of the Police Commission Henry Smith, a man whom the majority of Republicans, as well as the mass of the people, desired to have removed, and gave Mayor Havemeyer the power of nominating persons to fill the offices made vacant. The gentlemen who represented the committee at Albany in the Winter of 1873 were Prof. Dwight and Messrs. Salomon, Schultz, Eaton, Choate and Sturges. The committee had no charter of their own to prepare, but simply endeavored to secure such amendments on the charter offered as would suit its views.

THE DEMORALIZATION OF THE COMMITTEE.

The second failure of the committee to obtain such legislation as was desired very much discouraged the members, and all hope of accomplishing any further good was well-nigh abandoned. There were a few, however, who thought that much might be accomplished through Mayor Havemeyer, if not for the avowed objects of the committee, at least for the individual and party interests of the members.

All of the gentlemen in the committee, if not very wealthy, were at least in comfortable circumstances. The latter were not averse to adding to their income by receiving a good salary for services. There were others who were rich enough to care but little for salaries, and these gentlemen only desired office for the sake of the patronage it gave them to distribute among needy friends. The consequence was that quite a number of the Committee of Seventy became as eager for place as the veriest pot-house politician. Nearly a dozen were nominated, and by means of political bargaining between the Mayor and Aldermen, appointed to office, and a number of positions were secured for friends. The subject of the propriety of members accepting office had been discussed informally by members of the committee on many occasions since its organization. While everybody conceded the right of a member to take office if he felt disposed, there were many who believed that it would not be consistent with his professions for him to do so. The first office taken by a member of the committee was the Presidency of the Parks, by Mr. Henry G. Stebbins, when Hall was Mayor. He came before the committee at the time and told the members that he would prefer to remain their President to taking the position offered him by Hall. By accepting the office he would thus make a tie vote for reform in the Board of Audit, and he left the question for them to decide. There was an unhesitating decision that he should accept the office in the interests of reform. In doing so, however, he established a precedent which many members have felt at liberty to copy.

The following is a list of the members of the committee who have been elected to office:

Gen. John A. Dix, Democrat, elected Governor by the Republican Party.

W. F. Havemeyer, Democrat, Mayor.

George C. Barrett, Democrat, Supreme Court Judge.

F. C. Barlow, Republican, Attorney General.

James Blumenthal, Democrat, Assemblyman.

Charles Crary, Democrat, Assemblyman.

William Radde, Democrat, Alderman in 1872.

Those who have been appointed to office by Gov. Dix, are: B. B. Sherman and Howard Potter, Commissioners of Charities and Correction, and N. Gano Dunn, State Adjutant General.

Mayor Havemeyer's appointees are John Wheeler, Democrat, and Severn D. Moulton, Republican, Tax Commissioners; Geo. W. Lane, Democrat, Chamberlain; Jas. L. Stewart, Republican, Excise Commissioner; P. Bessunger, Republican, Park Commissioner; R. D. Hatch, Democrat, Commissioner of Fire Department; J. B. Varnum, Republican, Commissioner of Jurors; W. H. Neilson, Democrat, Jos. Seligman, Republican, R. Hoe, Democrat, J. M. Halsted, A. Klamroth, Republicans, and J. D. Vermilye, Democrat, as School Commissioners. Mr. John Foley, it is well known, has been a candidate for office for some time past, and there are at least twenty others who are reputed to be candidates. The gentlemen elected to office, with the exception of Mayor Havemeyer, were elected on other grounds than their connection with the Committee of Seventy, and the same may be said of several gentlemen who accepted honorary positions abroad from the National Government, to which no pay is attached. Shortly after the appointment of the School Commissioners under the new charter the Committee of Seventy held a meeting, and the question of an adjournment *sine die* was discussed. Messrs. Watrous, D. B. Eaton, J. B. Varnum and others advocated this action. Mr. Wheeler and those friends of Mayor Havemeyer in the committee who are satisfied with his course, and who wish the committee to continue its organization to support him, succeeded in defeating the proposed action. Another meeting was held early in June and the question was discussed again. There was a full representation of the friends of the Mayor and his appointees to office, and they, together with the help of the Tammany Hall members of the committee, again succeeded in defeating the motion for the adjournment, and as a substitute a resolution was adopted that a committee of five be appointed to report to a meeting on the third Tuesday of September next as to the question of the continuance of the committee.

Many members of the committee are thoroughly dissatisfied with the course of Mayor Havemeyer, and express much displeasure with his appointment of such men as Croker for the chief City Marshal, Charlick for Police Commissioner, and his intriguing for the appointment of Matsell as Superintendent of Police. They are also of the opinion that those members of the committee who have taken office should resign from the committee, all of them at present retaining their membership except Gen. Dix, Messrs. Stebbins, G. C. Barrett, S. D. Moulton, Charles Crary, F. C. Barlow, and Wm. Radde.

Republican members are also opposed to the undue influence sought to be exercised by the Tammany Hall members, Samuel J. Tilden, Joseph Blumenthal, J. J. O'Donohue, W. H. Wickham, and Simon Sterne, believing that these gentlemen cannot be good members of a citizens' non-partisan reform organization and at the same time members of Tammany Hall, with its unclean record and the same old-time followers. It is believed that these gentlemen are secretly working to influence the committee in the interests of the so-called "regenerated" Tammany party.

The names of the Committee of Seventy, as it now exists, and their politics, are as follows, Democrats in italics: *James M. Brown*, Chairman; *Wm. F. Havemeyer*, Edward Salomon, *J. D. Vermilye*, Jackson S. Schultz, James Emott, *W. H. Neilson*, Isaac H. Bailey, D. Willis James, Henry Clews, *H. F. Spaulding*, *Geo. W. Lane*, *W. R. Vermilye*, E. Townsend, *Lewis Ballard*, James M. Halstead, J. B. Varnum, Robert Hoe, *Jno. Wheeler*, H. N. Beers, *Samuel Christie*, *Joseph Blumenthal*, *J. J. O'Donohue*, *Roswell D. Hatch*, *Eugene Ballin*, William M. Evarts, *Julius W. Tieman*, *Reuben W. Howes*, *W. C. Barrett*, Emil Sauer, Albert Klamroth, Frederick Schack, *Jno. A. Stewart*, B. B. Sherman, Edwards Pierrepont, Jos. H. Choate, *Jno. Foley*, Thos. McLelland, J. M. Bundy, *Henry Nicoll*, E. Krackowizer, M. D., *Adrian Iselin*, *Jonathan Sturges*, *Wm. H. Wickham*, Charles Watrous, *Robert B. Roosevelt*, *Simon Sterne*, Geo. W. Van Slyck, *N. Gano Dunn*, S. B. Ruggles, *Robert B. Nooney*, Jos. Seligman, *Edmund R. Robinson*, *Howard Potter*, Jno. T. Daly, Theodore W. Dwight, *Jas. L. Stewart*, Dorman B. Eaton, Philip Bessunger, Cornelius F. Timpson, *Oswald Ottendorfer*, *Samuel J. Tilden*, Edwin L. Godkin. Of Samuel D. Babcock, Benjamin Tatham, Fred W. Tappan, the politics are unknown.

There are two vacancies to be filled, leaving sixty-eight members, of whom thirty are Democrats, and three whose politics are not known. Several Republicans are abroad now, which, perhaps, gives the Democrats the majority.

The new Committee on Elections, appointed in January, are as follows (Democrats in italics:) Joseph H. Choate, Chairman; *Simon Sterne*, Dorman B. Eaton, *Roswell D. Hatch*, Jos. B. Varnum, *R. B. Roosevelt*, *J. J. O'Donohue*, (Tammany,) *H. F. Spaulding*, J. M. Bundy, *R. B. Nooney*, (Tammany.) It will be seen that six out of the ten of this important committee in election times are composed of Democrats, two of them Tammany Hall Democrats. The committee of five to report on the question of the committee's continuance has not yet been appointed by the Chair.

NEW-JERSEY.

THE CONSTITUTIONAL CONVENTION—YESTERDAY'S PROCEEDINGS.

The New-Jersey Constitutional Convention met in the State-house at Trenton yesterday at noon, pursuant to adjournment. The first business of the convention was the election of a President to fill the vacancy caused by the death of Chancellor Zabriskie. Ex-United States Senator Ten Eyck, of Mount Holly, was then elected President, the nomination being made by Attorney General Gilchrist. The appointments of Gov. Parker to fill the four existing vacancies were then announced as follows: Second District, to fill the vacancy caused by the resignation of Chief Justice Mercer Beasley; Philemon Dickenson, Fourth District, in place of Martin Ryerson, Joseph Thompson, of Somerset; Fifth District, in place of Chancellor Runyon, ex-Mayor George Ferris, of Orange; and Seventh District, in place of ex-Chancellor Zabriskie, Hon. D. S. Gregory, of Jersey City. Gov. Parker, in view of the complaints at the previous appointments, has appointed gentlemen none of whom are lawyers, while the four members whose places were filled were all members of the Bar. Mr. Dickenson is a banker, Mr. Thompson a farmer, Mr. Ferris a manufacturer, and Mr. Gregory a gentleman engaged in the management of his own private estate. Mr. Gregory is the only one of the four who has ever held any prominent position. He served one term in Congress. In his communication Gov. Parker stated that the resignation of Mr. Ryerson was on account of ill health. Mr. Gilchrist, Chairman of the committee, reported the following heads:

1. Legislative Department, Bill of Rights, and Right of Suffrage.
2. Executive.
3. Judiciary.
4. Appointing Power and Tenure of Office.

That four committees be appointed to consider them, and that the hours of meeting be from 10 in the morning until 3 in the afternoon.

There was a prolonged discussion on the motion to adopt the report, and finally Senator Taylor, of Essex, moved the following as a substitute, which was adopted after debate:

1. Bill of Rights.
2. Right of Suffrage.
3. Limitation of the Powers of Government.
4. General and Special Legislation.
5. The Legislative Department.
6. Executive.
7. Judiciary.
8. Tenure of Office and Appointing Power.
9. Amendments.
10. General Provisions and Final Revision.

Messrs. Gilchrist, Taylor, Swayzer, Green, and Gray took part in the debate.

Mr. Gilchrist then moved that the President appoint four committees and assign their duties; the President to be allowed one week to make the appointments and the committees to report at the next meeting. On this motion an argument of nearly two hours was had, and after the defeat of a number of amendments and substitutes the original resolution was adopted. On motion of Mr. Green, it was resolved that when the convention adjourn it adjourn to July 22d, at which time the President should report the committees. On motion of Mr. Swayzer it was resolved that at the next meeting any member may propose amendments to the Constitution. On motion of Mr. Green, 100 copies of the present Constitution were ordered printed for the use of the members.

Attorney General Gilchrist then in an address eulogized the memory of ex-Chancellor Zabriskie, the deceased President of the convention, and moved the appointment of a committee of three to draft suitable resolutions of respect. Messrs. Green, Gregory, and Carter were made the committee, and reported a series of resolutions, which were adopted, and at 4 o'clock the convention adjourned.

COL. DRAKE COURT-MARTIALED.

The Court-martial for the trial of Col. J. Madison Drake, of the Third Regiment National Guard, State of New-Jersey, for insubordination and disobedience of orders, commenced its sessions at the Newark Armory yesterday. The history of the case is as follows: The entire First Division was ordered out for parade and inspection at the unveiling of the Camden County Soldiers' Monument at Camden, on June 9. Col. Drake, of the Third Regiment, took advantage of the opportunity to visit Philadelphia as the guest of its soldiers, with some of whom the Third Regiment had long been on friendly terms, and exchanged the ordinary courtesies. The occasion was to be made one of unusual interest, as the Third was to be reviewed by Gov. Parker, Gov. Hartranft, and the Mayor and Councils of Philadelphia. Permission had been asked and received from Gov. Parker, as Commander in Chief, and from Gov. Hartranft to enter Pennsylvania fully armed and equipped, but Major Gen. De Hart, Commander of the division, had not been consulted. When, therefore, the Third Regiment, at the conclusion of the parade and inspection, withdrew from the line, Gen. De Hart sent an aid to the ferry to forbid the regiment from crossing the river and to place Col. Drake under arrest. Col. Drake disobeyed both orders, and the parade took place in Philadelphia. Charges were, of course, preferred against him, and, under date of June 24, Major Gen. Gershom Mott, commanding, issued a special order for a court-martial to meet at Newark yesterday, to try the case. The following officers were named to compose the court: Brig. Gen. James W. Plume, First Brigade; Brig. Gen. J. A. Fay, Inspector General; Col. James Peckwell, First Regiment; Col. Dudley S. Steele, Fourth Regiment; Col. William Ward, Inspector of Division, and Col. F. A. De Motte, Judge Advocate General. The court-martial met at the Newark City Armory yesterday afternoon, and Mr. Hasselback, of Newark, was made Secretary. Beyond this, of course, the proceedings, though of much interest to citizens in the central part of the State, cannot be known, as all the proceedings are private, and each officer is sworn to secrecy. The result of the trial will be made known at an early date.

THE GRANDE ARMEE.

One of the oldest inmates of the Hôtel des Invalides, at Paris, Antoine Farroux, died on June 27, at the age of eighty-five. He had been engaged in all the campaigns of the first Empire. By his decease the number of resident invalides from the Grande Armée is reduced to fifteen.

THE HEALTH DEPARTMENT.

IMPORTANT PROCEEDINGS.

TENEMENT-HOUSES—WASHINGTON MARKET—THE DUMPING NUISANCE—THE STREETS—MORTALITY RECORD.

The Board of Health met yesterday afternoon, Prof. Chandler presiding. Assistant Sanitary Inspector Nealis presented a report in relation to the bad condition of the front and rear tenement-houses Nos. 308, 310, 312, 314, and 316 Mott-street, known as the "Barracks," owned by Edward Filbel, of No. 151 East One Hundred and Eleventh-street, and occupied by a large number of poor families. The premises are four-story front and rear tenements. The yard between the houses is about six feet in width, and is not properly graded, the flagging being broken, depressed, and in a very filthy condition. The privy vaults in this yard are in a very bad condition, and, the seats and doors being open, permit the escape of foul and offensive odors into the surrounding space. These vaults are ventilated by means of wooden boxes extending above the roof of the front buildings. These boxes fail to properly ventilate said vaults, for the reason that the joints are not properly caulked, and sewer gases are discharged therefrom into the rooms of the occupants of these houses, instead of being conveyed above the roof of the buildings. The privy-houses are old, very much out of repair, and not sufficient to accommodate the number of persons living there. In the inspector's opinion, the yard space of these premises is entirely too limited to permit the privy vaults to remain in their present condition or locations, and he respectfully recommends that the following order be made by this board, viz.:

"That the privy vaults at Nos. 308, 310, 312, 314, and 316 Mott-street be disinfected, emptied, cleaned, and filled in with fresh earth, and new water-tight privy-vaults, lined with bricks, well laid in cement, constructed in lieu thereof in the cellar of the rear houses directly on the line of the yard, leaving a superficial area of not less than forty-eight square feet, and ventilated by means of eight-inch earthen-ware pipes laid at least six inches below the surface of the yard from said vaults to the nearest wall of the greatest altitude, at or upon said premises, and there connecting with vertical shafts of like diameter, with joints properly caulked, and extending to a height of not less than two feet above the roof of such buildings; that new and substantial privy houses, with not less than four compartments each, be constructed and properly adjusted to said vaults, upon foundations of bricks well laid in cement and carried to a height of not less than six inches above the level of the yard; that each privy-seat therein be provided with a self-adjusting tight cover; that openings be made in the front walls of said rear-houses of an area sufficiently large to permit each compartment of said privy-houses to be opened and entered directly from the yards, and that the flagging of the yards be taken up, repaired, and relaid, with a grade to discharge all surface water into said privy vaults."

The orders were entered as given above.

THE WASHINGTON MARKET BOOTHS.

Dr. E. H. Janes, Assistant Sanitary Superintendent, made a report on the condition of Washington Market, in which he says that connected with said market are several sheds or booths in a condition detrimental to health for the following reasons: These booths extend from the curbstone of the sidewalk to a distance varying from 3 to 15 feet toward the middle of the street, as follows: On the north side of said market for the entire distance from Washington to West streets, there is a row of booths extending from the curbstone to a distance of 3 to 6 feet toward the middle of the street, and the same on the other sides of the market building. These booths are occupied by market men for the sale of meats, vegetables, fruits, &c., and by their location they materially obstruct the proper cleaning of the respective streets. Several of the gutters underneath the floors of said booths were found to be very filthy, while some of the booths were so loaded with market stores as to render the floors for the time being impassible. The external sides of said booths were very filthy, and the pavement adjoining thereto was littered with market refuse in a state of decomposition. Dr. Janes regards these booths in their present condition as not only detrimental to health, but as a serious obstruction to business and travel, particularly on West-street, where they occupy fifteen feet of the carriage-way. On this street there is a double rail track, the cars of which are often detained by the crowd of carts and wagons endeavoring to make their way through this obstructed thoroughfare, to the great hindrance and annoyance of large numbers of persons. There are also similar booths in front of Nos. 145 and 147 Vesey-street and one on the south side of Vesey-street, which are, in his opinion, equally detrimental to health. The Doctor recommends that the Board of Public Works be requested to remove the booths. The report was referred to the Department of Public Works, with the recommendation to have the booths removed forthwith.

THE DUMPING OF MANURE.

Special Inspectors Patten and Bullock detailed at the manure dumping grounds at the foot of East Forty-fifth, Forty-sixth and Forty-seventh streets, reported that despite the presence of three policemen and the special inspectors, the dumping of manure was still continued. The officers arrested three drivers of carts for dumping manure, and while they were absent with the prisoners, 40 loads of manure were dumped. After some desultory conversation, President Chandler offered the following resolution which was adopted:

Resolved, That the Board of Police be, and are hereby requested to detail twenty additional men to prevent the dumping of manure at the foot of Thirty-eighth-street and North River, and on the East River between Forty-third and Forty-sixth streets.

THE VACATING OF CELLARS.

Assistant Sanitary Superintendent Janes reported that since the 1st inst. ninety-four cellars, occupied as human dwellings, have been vacated by aid of the Sanitary Police, making in all 493 cellars vacated since April 1. These complete the list of cellars south of Houston-street, that were reported during the Winter and Spring as unfit for human occupancy, and of which sufficient has been said in previous reports. Dr. Janes suggested that the inspector of each district hold the vacated cellars in his district under close observation to prevent their being reoccupied as dwellings, and that the work of cellar inspection be extended to the more northern portions of the City at as early a period as possible.

These recommendations were adopted.

THE HARLEM DUMPING NUISANCE.

Dr. Aug. Viele, Sanitary Inspector, reported that he inspected the dock at the foot of One Hundred and Fourth-street, East River, and the dumping grounds at One Hundred and Sixth-street and Madison and Fifth avenues, and found a violation of section 80 of the Sanitary Code. He notified the foreman in charge of the work of the requirements of the Board of Health, and requested the contractor to call at the Central Office for instructions. Upon reinspection, July 3, he found that no attention had been paid to the resolution of June 27, and he therefore ordered an entire suspension of the work. A reinspection, July 5, again revealed the fact that the contractor had not acceded to the instructions given him, and Dr. Viele accordingly ordered the work suspended. This report was indorsed as follows:

Respectfully forwarded to the board. An especial inspector to superintend disinfection has been appointed. Contractor has promised to fulfill the directions of the board in every respect, and will be allowed to resume work as soon as the district inspector is satisfied he is sincere.

W. DE F. DAY, M. D., Sanitary Superintendent.

THE CONDITION OF THE STREETS.

The following report was presented in relation to the condition of the streets:

I have the honor to submit the following report, condensed from the reports of the inspectors upon the condition of the streets for the week ending July 5: Inspector Judson (First, Third, and Fourth Wards) reports no improvement in the streets and gutters of his district since last wek. They are dangerous to life and detrimental to health, and in a condition favorable to zymotic diseases. He particularizes the following streets: Washington, from Fulton to Cortlandt. He reports deposits of rubbish and garbage, for which the occupants of Nos. 178, 179, 181, 184, 186, and 190 are responsible. Assistant Inspector Lockwood (Second and Fourth Wards) reports his streets in a generally cleanly condition, except James-street, Roosevelt-street, Hague-street, and Cliff-street. Inspector Tracy (Sixth Ward) reports his streets as in a cleanly condition. Assistant Inspector Emerson (Seventh Ward) reports his streets in as good a condition as the nature of the pavements will permit, with the following exceptions: Corlears, in front of Nos. 31 and 33; Division, between Bowery and Chrystie, and Birmingham-street, its whole length, unclean from rubbish and dirt. Assistant Inspector Hughes (Eighth Ward) reports the condition of his streets as better than last—an improvement due to recent showers. Inspector Morris (Ninth and Fifteenth Wards) reports Carmine-street, below Bedford-street, and Downing-street, as dirty from accumulations of garbage. Assistant Inspector Atwater (Seventeenth Ward) reports his streets as in a comparatively good condition, excepting Ludlow, Essex, and Norfolk streets, between East Houston and Stanton streets, where the pavement is very bad, and no amount of sweeping practicable could preserve it in a wholesome condition. Assistant Inspector Mundie (Eleventh Ward) reports that Sixth-street, between Avenues B and C; Ninth-street, between Avenues C and D; Seventh-street, between Avenues B and C; Twelfth-street, between Avenue C and Dry Dock; Rivington-street, between Pitt and Ridge streets; and Third-street, between Avenues C and D, as filthy with accumulation of slops, garbage, and rubbish, and much of which is due to imperfect paving. Inspector Russell (Eighteenth Ward) reports his streets as in an excellent condition as regards cleanliness, the exception being Eighteenth-street, between First-avenue and Avenue A; Seventeenth-street, between First-avenue and Avenue A, and Avenue A and Avenue B, between Fourteenth and Fifteenth streets. Inspector Bryant (Tenth and Thirteenth Wards) reports Cannon, between Rivington and Delancey, filthy with garbage and street dirt; Sheriff, between Rivington and Broome, in the same condition; Delancey, between Sheriff and Willett; Pitt, between Rivington and Grand; Attorney, between Delancey and Broome; Suffolk, between Delancey and Broome; Ludlow and Allen, between Canal and Grand; Christie, from Canal to Rivington, and Rivington, from Christie to Bowery. Assistant Inspector Hamilton (Sixteenth Ward) reports his streets in a cleanly condition. Inspector Roberts (Twenty-first Ward) reports his streets as clean, but complains of garbage in the gutters of the following streets: First and Second avenues, from Twenty-sixth to Thirty-fourth street; East Twenty-sixth, Twenty-eighth, Twenty-ninth, Thirty-first, Thirty-second, Thirty-third, and Thirty-fifth streets, from Second-avenue to East River; East Thirty-eighth-street, from Third-avenue to East River. Assistant Inspector Ewing (lower part of Twenty-second Ward) reports favorably on his streets, but complains of the pavement in Forty-first-street, between Tenth-avenue and the North River. Inspector Post (lower part of Nineteenth Ward) reports his streets as cleaner than last week, but the following are more filthy than there is any necessity for, viz.: Fifty-seventh-street, between Lexington and First avenues; Forty-fourth and Forty-seventh streets from First to Third-avenue, and First avenue, between Forty-third and Forty-eighth streets. Inspector Viele (upper part of Nineteenth Ward) reports his paved streets clean. The unpaved streets—particularly One Hundred and Fourth-street, from Second to Third avenue, One Hundred and Fifth-street, from Third to Madison-avenue—are very filthy from ashes and garbage, which falls from the carts conveying this offensive material to the dumping grounds; One Hundred and Sixth to One Hundred and Eighth street, Madison-avenue to Fifth-avenue. He requests that these streets be disinfected. Assistant Inspector Strong (upper part Twenty-second Ward) reports his paved streets as in good condition. Of the unpaved streets, Sixty-fourth-street and Sixty-fifth-street, between Tenth and Eleventh avenues; Sixty-second-street, between Ninth and Tenth avenues; Sixty-third-street, between Ninth and Tenth avenues, and Ninth-avenue, between Sixty-eighth and Sixty-ninth streets, all of which contain more or less garbage and ashes. Assistant Inspector Fowler (upper part of Nineteenth Ward) reports his avenues clean, with the exception of One Hundred and Nineteenth-street, between Third and Fourth avenues, which is strewn with garbage.

All of which is respectfully submitted.

WALTER DE F. DAY, Sanitary Superintendent.

A copy of the report was ordered to be sent to the Board of Police.

THE SPRINKLING OF THE STREETS.

The Sanitary Superintendent presented the following report in reference to street-sprinkling:

In pursuance of a resolution of the Board directing me to "notify all persons engaged in the business of street-sprinkling to meet me for the purpose of conference and advice as to the measures best adapted to obviate the objections to street-sprinkling," I have this day met some forty men engaged in this business, and have obtained from them the following information: The capacity of their carts varies from 200 to 600 gallons. An average cart is filled five times in going once ovr its route. The average number of circuits per diem is stated as being thirteen. Each cart clears from $5 to $8 per diem. The average charge to the patrons is about twenty-cents per head. The best disinfectant for street-sprinkling, on account of its efficiency and its innocuousness to carriage-paint, is believed to be carbolic acid, which, when of good quality, will cost about $2 per gallon. It has been estimated that a less quantity of carbolic acid than a quart to 300 gallons of water would have no disinfecting power. This amount would cost fifty cents per load for a 300 gallon sprinkler, which is below the average. I assume this calculation to be the ordinary capacity of a cart. If each load were disinfected, the carbolic acid would cost $32 50 per diem, and even if but five loads, sufficient for a single entire route, were disinfected, it would cost $2 50—nearly half the sum claimed to be realized as clear profit for the entire thirteen routes each day. I find that calling a quart 30 ounces, it being really 32, the load of 300 gallons would be of the strength of 6 minims, or drops, to a pint of water, which I do not consider would be of any practical benefit. The names of some sixty-three sprinklers were obtained from the Department of Public Works, where they are obliged to be registered as possessors of hydrant keys. The sprinklers doubted the possibility of getting an increase of pay from their patrons, but said that their expenses would be materially decreased if the Board of Public Works should, during the warm weather, reduce the price of water from five cents per 100 gallons to one and a half cents, the old price. But this would amount in a 300-gallon cart to but $6 83 per diem less than they are now expending, and it will no doubt occur to the committee that, the sprinklers having secured cheap water for the rest of the Summer, the board would have no guarantee that they would do their duty. All of which is respectfully submitted.

WALTER DE F. DAY, Sanitary Superintendent.

In connection with the subject of sprinkling the streets, Commissioner Vanderpoel offered a resolution that the Sanitary Committee take into consideration the sprinkling of the streets and the flushing of the gutters with salt-water taken from the East or North Rivers. The Commissioner stated that the salt-water would be in itself a disinfectant, and if the streets and gutters of New-York were flushed with salt-water every day, it would be the healthiest city in the world. The resolution was adopted, and the Sanitary Committee will consider the matter and report thereon probably at the next meeting of the board.

MONTHLY RECORD.

Dr. Elisha Harris, Registrar of Records, presented the following tabulated statement:

	Week ending June 28, 1873.	Week ending July 5, 1873.	Annual death rate per 1000 during past week. Population estim'd at 1,000,000.	Death in corresponding week of 1872.	Average deaths in corresponding period during past five years.
Zymotic Diseases	156	270	14.04	827	391.4
Constitutional diseases	99	122	6.34	160	124.6
Local diseases	166	183	9.53	510	260.2
Developmental diseases	29	33	1.71	49	37.0
Deaths by violence	25	22	1.14	45	30.4
Total deaths for week	475	630	32.76	1591	843.6
Children under 5 years old	238	359	18.67	1007	522.2

The increase of mortality last week amounted to 155 deaths, forty-eight of which were among the inmates of public institutions. The corresponding week of no previous year since 1869 has given so small a mortality in this City. Though at the end of the week the heat became intense, there was not such a degree of atmospheric moisture as to endanger life. Only six deaths by direct effect of solar heat were reported.

Diarrheal diseases, which had remained at a minimum in the returns, increased to 169 in the week, but this number is 119 below the average for the corresponding weeks of the past five years. Most of this kind of mortality was among neglected young children.

There was a slight increase in mortality by nervous and convulsive disorders, but the absence of combined high heat and humidity that prevailed in the corresponding week of 1872, was marked by the absence of any such mortality as occurred in that memorable week. The following facts are worthy of comparison in the records of these weeks in the two years:

	1873.	1872.
Total mortality	630	1,591
By solar heat	6	212
By diseases of nervous system	68	354
By diarrheal diseases	169	673
Of children under five years	359	1,007

The death-rate in the chief cities of the United States continues to be low, except in those that are being scourged by the filth pestilence. The mode in which that malady progresses in the Mississippi Valley seems to be precisely the same as in 1849 and 1854. Then, as now, that unwelcome visitor has proved to be a faithful inspector of filth nuisances.

The Finance Committee was authorized to purchase such quantities of chloride of zinc as may be necessary for the present work of the disinfecting corps.

Sanitary Inspector Waller reported that he had analyized the specimens of coffee taken from the bark Curacoa, which was sunk in the Lower Bay, and which coffee was supposed to have become impregnated with arsenic. He found no trace of poison in the coffee.

Dr. H. Endemann, chief of the disinfecting corps, reported that during the week ending the 5th inst. twenty-five miles of street gutters were disinfected at a cost of $151 50.

Sanitary Inspector Viele reported that the only means of relief to the New-York Juvenile Asylum, reported last week as being in a bad sanitary condition, was the completion of the sewer on the east side of the Boulevard from One Hundred and Twenty-seventh-street to the Harlem River.

Mayor Havemeyer sent a communication to the Board of Health requesting them to notify the night scavengers that he was prepared to issue licenses to them at his office.

Certificates for the drainage of the low lands from Ninety-second to One Hundred and Ninth-street, East River, and at One Hundred and Fifty-sixth-street, between Tenth and Eleventh avenues, were presented by the Sanitary Superintendent and sent to the Board of Public Works.

A number of complaints from Sanitary Inspectors in relation to the bad condition of street pavements were received from the Sanitary Inspectors and transmitted to the Department of Public Works.

Several applications for permits to melt fat and lard, and to burn shells for lime, were denied.

President Chandler announced that at a meeting of the directors of the Metropolitan Gas Company it was resolved to improve their present process of making gas, so as to remedy the nuisance complained of by the residents in the vicinity of their works at Forty-second-street and Eleventh-avenue.

Col. W. P. Prentiss was appointed attorney to the Board of Health, to supersede Mr. John I. Davenport.

THE NEW YORK RENDERING COMPANY.

Mr. Carter, Secretary of the New York Rendering Company appeared before the board, and stated that they had made application to the Dock Commissioners to dredge the dock at the foot of West Thirty-eighth-street, and until this was done they would be unable to comply with their contract to remove offal and dead animals from the City.

President Chandler informed Mr. Carter that the Company would be held by the Board of Health to a strict compliance with the terms of the contract, and that, if they allowed any offal or dead animals to accumulate on the wharf, the board had already made arrangements to have the same removed.

On motion of Dr. Vanderpoel, the attorney was directed to report at the next meeting whether the action of the company in neglecting to remove any offal or dead animals did not annul their contract with the City.

The board then adjourned until Friday next at 2 P. M.

AN ANECDOTE OF THIERS.

The *Figaro* also tells an amusing anecdote about the ex-President, who, it appears, gave a dinner on the 29d of May to some Deputies of the Right, one of whom, M. Baragnon, warned him of the fate that awaited him in spite of the eighty majority the Government counted upon. On leaving the Presidency M. Baragnon said he should not pay his *visite de digestion* for a month, "so as not to appear," he said to M. Thiers, "to insult your fall." The day before yesterday, being the 23d of June, M. Baragnon kept his promise. M. Thiers was rather astonished, but took the matter in good part, and entered into a political discussion with his visitor. Among other things the ex-President said, "I have a horror of civil burials, but the incidents which took place at the funeral of M. Brousses have so irritated me that I have a mind to put in my will that I desire a civil interment, to see if they dare to refuse me military honors." M. Baragnon replied that this could only give rise to a useless scandal, as M. Thiers would be unable to witness the affect or interpellate the Government.

A NIGHT ALARM IN KHIVA.

A letter in the *Russian Invalid* from an officer attached to the Turkestan corps of the Khiva expedition thus describes a night alarm, in the vicinity of Khale-Ata, on the 5th of May: "We had an alarm to-night at 12 o'clock. I had not yet gone to sleep; I took my sword and revolver, put out the light, and went out of my tent. It was just the sort of night for a sudden attack; a tremendous storm was going on, and clouds of fine penetrating sand were whirling about in the air. The moon was shining, but all else was covered by a dark, impenetrable vail. My eyes were literally full of sand, and it was difficult to distinguish an object at ten paces' distance. The alarm signals sounded from all parts of the camp. Here and there one heard the word of command. 'Here, saddle my horse!' 'Light! Up; they are sounding the alarm!' The whole camp was in movement, and those who were mounted first trotted to the tent of the commander-in-chief. In ten minutes we were all in our places awaiting the enemy. But he did not appear, and we began to think it was a false alarm, or that the Cossacks had mistaken one of themselves for an enemy. It then turned out that a picket on the watch, seeing a body of cavalry approaching the camp from the direction of Adam-Krylgan, woke one of their comrades, who rode up to reconnoitre. Just at this time the guard which superintends the pickets arrived, and it saw the cavalry approaching. The Cossack who had ridden in advance of the rest called out: 'Who is there?' He received no answer, upon which he fired and rode back to his comrades. Three shots were then fired by the hostile cavalry, who galloped forward in order to cut off the retreat of the Cossacks to the camp; but, failing to do this, they retired. * * * The truth of this story having been duly ascertained, the troops were allowed to go to rest again; each company, however, was to have a detachment ready to take the field on any emergency. At 3 o'clock all were asleep again. The enemy did not number more than thirty men."

ARREST OF RAILWAY CONDUCTORS.

On Monday morning Mr. John Speer, of Newark, who, for the past ten years, has held the position of gate-tender at the depot of the Pennsylvania Railway Company in Jersey City, and who, receives and assorts the tickets of railway passengers, was arrested by one of Col. Pinkerton's detetives, and since that time has been, as is alleged, held as a prisoner. During the same forenoon four conductors on the Pennsylvania Railroad, as they arrived successively at Philadelphia, were arrested by Col. Pinkerton's men, placed in a close carriage, and taken to some point where they are held, subject to the result of investigation now pending. It is alleged that these parties, by combining together have defrauded the railroad company out of many thousands of dollars, their operations having extended over the space of a number of years. The plan of operations is alleged to have been the non-concealment of certain through tickets, which, coming into the hands of Mr. Speer, could be returned to the conductors and used an indefinite number of times. Yesterday morning Mr. Jackson, the General Superintendent, went on to Washington to attend the investigation, which is being secretly held.

THE STATE OF TRADE.

WILMINGTON, N. C., July 8.—Spirits of Turpentine quiet at 41½c. Resin steady at $2 25 for Strained. Crude Turpentine quiet at $2 for Hard, and $3 for Yellow Dip. Tar steady at $3.

HAVANA, July 8.—Exchange excited. On United States, 60 days, currency, 30@31 premium; short sight, 32@33 premium; 60 days, gold, 48@49 premium; short sight, 51@52 premium; on London, 66@67 premium; on Paris, 43@44 premium.

[Advertisement.]

PEGRAM'S PATENT SUN-STROKE PREVENTER.—A sure protection. Convenient and portable. For sale only at KNOX'S three hat-stores. Price, $1 each.

MINIATURE ALMANAC—THIS DAY.

Sun rises....4:37 | Sun sets....7:32 | Moon rises....5:12

HIGH WATER—THIS DAY.

Sandy Hook.6:42 | Gov. Island.7:31 | Hell Gate.....8:53

MARINE INTELLIGENCE.

NEW-YORK......TUESDAY, July 8.

CLEARED.

Steam-ships City of Limerick, (Br.,) Jamieson, Liverpool via Queenstown, J. G. Dale; Harold Haarfarger, (Norw.,) Lund, London and Christiansand, Funck, Edye & Co.; Trinacria, (Br.,) Thomson, Glasgow, Henderson Brothers; Columbia, Curtis, Havana, Cubo, Wm. P. Clyde & Co.; Wyanoke, Cough, Norfolk, City Point and Richmond, Old Dominion Steam-ship Company; Fanita, Doane, Philadelphia, Lorillard Steam-ship Company; R. C. Biddle, Alexandra, Philadelphia; Leo, Dearborn, Savanna, Ga., Murray, Ferris & Co.; Mars, Grumley, Philadelphia; Neptune, Baker, Boston, H. F. Dimock.

Ships Clanravald, (Br.,) Erskine, London, Henderson Bros.; City of Ningpo, (Br.,) Reddre, Glasgow, Henderson Bros.; Protector, (Norw.,) Massoni, Hamburg, Funch, Edye & Co.

Barks Lothair, (Br.,) Browne, Sydney, C. B., C. B. Swain & Son; Hilda, (Norw.,) Olson, Stettin, C. Tobias & Co.; Attilia, (Aust.,) Babaswch, Constantinople, Slocovich & Co.; Olga, (Ital.,) Bernnah, Hamburg, Slocovich & Co.; Undine, (Br.,) Balifour, Sydney, C. B., R. P. Buck & Co.; R. A. Kennedy, Hatch, Bremen, Yates & Porterfield; Northern Queen, (Br.,) Dollar, Hamburg, Boyd & Hincken.

Brigs Rising Star, Griffing, Bridgeton, (Barbadoes,) L. W. & P. Armstrong; Clara Jenkins, Coombs, Gibraltar for orders, Miller & Houghton; Manlius, (Br.,) Nichols, Cardenas and Sagua la Grande, Waydell & Co.; Jennie A. Cheney, Arey, Richmond, H. P. Brown & Co.

Schr. Sportsman, (Br.,) Mills, Penarth Roads, G. F. Bulley & Co.; Ben. Davies, Wilmington, N. C., E. S. Powell; Helen Augusta, Wells, Georgetown, S. C., Bentley, Gildersleeve & Co.

PASSENGERS ARRIVED

In steam-ship City of London, from Liverpool.—Very Rev. R. McHale, Rev. James Magee, Don Juan Foster, F. Ganohls, Prof. Vogelsang, Prof. Henecket, Richard J. Dodge and lady, Miss Despard, Capt. Cumming and lady, John Scheitem, A. W. Derxouden, Chas. H. Kelly, Mr. Van Waseren, O. P. Fiske, H. W. Janke, Henry Ellis, James McGough, G. Smith, John Waldock, Miss Waldock, A. Meyer, James Westermann, Jas. Langley, lady, and child, Mrs. Walby and family, Miss Annie Haines.

In steam-ship Greece, from Liverpool.—Paul Buchlea, Dr. and Mrs. Carruthers, G. Dennis, Miss G. Edwards, R. H. Fennessy, L. Jonin, Miss Loring, Mrs. Money and child, Mrs. Isabella Poole, Mr. and Mrs. Pettet and 2 children, J. Sherville, Capt. and Mrs. Schroeder and 2 children, C. W. D. Shoe, Mrs. Isabella Taggart, J. J. Tweddle, Mrs. Ellsworth, B. Gase, J. Mullin, W. A. Stephens, Miss Redfern and nephew, Miss M. Selin, Miss Adeline Wennerland.

In steam-ship Pembroke, from Cardiff.—Edward Porch, Mrs. Jane Porch, Edw. Porch, Mrs. Emily Bennett, Jno. H. Bennett, Miss Emily E. Bennett, Miss Mary J. Bennett, Geo. J. Bennett, Benj. Francis, Hugh Murdock, J. M. Jenkins, Mrs. Caroline Stubbs, Mrs. Robins, H. Gregory, Chas. Alexander, Miss Minnie Alexander, Miss Kate Alexander.

In steam-ship Samaria, from Liverpool.—J. K. Story and lady, Mrs. Elkin, C. L. Nutter and lady, Miss Helen B. Nutter, John R. Cunnington, J. M. Roberts, Alexander Duncan, H. H. Gardner, Joseph Gaillard, S. Lassah, lady, and child, C. Lassah, Denis Mahony.

In steam-ship Minnesota, from Liverpool.—A. Kingman, Mrs. Kingman, J. Kingman, Miss J. Howe, R. Dredger, E. Hubbe, Dr. Adamson, E. Miles, W. Powel, Ole Olsen, Mrs. Ellen Johnston, Miss M. A. Bufton.

In steam-ship Wilmington, from Havana.—Francis de Beche, Mrs. Pauline de Beche, and 3 children, J. A. Mendy, W. H. Merrick, J. Valdes, Mrs. T. G. Valdes, Mrs. R. Legg, F. A. Marino, Miss A. Valdes, Capt. J. Smith.

In steam-ship Montgomery, from Savannah.—Mrs. Roberts and 2 children, Mrs. Reims, Mrs. J. D. Menderhall, J. H. Strous, Miss G. Solomon, Henry Solomon, G. A. Wise, S. A. Sparkman, L. T. Nicoll, A. T. Atwood, J. Lawlor, Victor Meyer, Wm. Miller, Wm. Flannigan, Wm. A. Kent, P. McCosker, Richard Hoskin.

ARRIVED.

Steam-ship City of London, (Br.,) Eynon, Liverpool June 26, via Queenstown 27th, with mdse. and 610 passengers to John G. Dale. July 7, at 4 A. M., off George's Shoals, passed a National steamer bound west; same date, at 6 P. M., passed steam-ship Samaria, bound west.

Steam-ship Pembroke, (Br.,) Williams, Cardiff June 23, with mdse. and 130 passengers to Archibald Baxter.

Steam-ship Samaria, (Br.,) Billings, Liverpool June 24, via Queenstown 25th, with mdse. and 362 passengers to C. G. Francklyn.

Steam-ship Greece, (Br.,) Thomas, Liverpool June 25, via Queenstown 26th, with mdse. and 520 passengers to F. W. J. Hurst.

Steam-ship Wilmington, Holmes, Havana July 3, with mdse. and passengers to W. S. Clyde & Co.

Steam-ship Montgomery, Faircloth, Savannah July 5, with mdse. and passengers to R. Lowden.

Steam-tug William A Hennessey, Hennessey, Baltimore.

Steam-ship Minnesota, (Br.,) Freeman, Liverpool June 25, and Queenstown 26th, with mdse. and 13 cabin and 351 steerage passengers to Williams & Guion. July 1, lat. 47 05, lon. 34 20, signaled a Cunard steam-ship bound east.

Ship Missouri, West, London, May 6, and Isle of Wight, 13th, with mdse., to Wm. Nelson, Jr. June 9, lat. 44 30, lon. 45, spoke bark Amity from Liverpool for Philadelphia; came on the Banks June 10; since that time, wind s. w. and thick fog up to July 6; took pilot from boat No. 15, in lat. 30 10, lon. 71 30.

Bark George, (Ger.,) Segelken, Bremen 45 ds., with mdse. and 1 passenger to Charles Luling & Co. Had light, variable weather; was 13 ds. W. of the Banks. July 23, lat. 44, lon. 47, spoke bark Nellie May, from Dunkirk, for New-York.

Bark Lea, (Aust.,) Tugnizza, St. Vincent, C. V. I., 24 ds., in ballast to Slocovich & Co.

Schr. J. C. Nash, Crowley, St. John, N. B., 14 ds., with laths to Gorham Boardman.

Schr. W. H. Mailler, Crowley, St. John, N. B., 12 ds., with laths to Gorham Boardman.

Schr. C. H. Eaton, (of Calais,) Shackford, Maracaibo 28 ds., with coffee to Schmilinsky, Lots & Co.—vessel to John Boynton's Son.

Schr. Nellie Clark, Clark, Wentworth, N. S., 10 ds., with 320 tons plaster to Wotherspoon Bros.—vessel to Jed. Frye & Co.

Schr. Julia Clinch, Maloney, Musquash, N. B., 12 ds., with laths to Jed. Frye & Co.

Schr. Henrietta, Matthews, Providence, for Elizabethport.

Schr. O. A. O'Mullen, (of Parrsboro, N. S.,) O'Mullen, Windsor, N. S., 17 ds., with [illegible] plaster to the New-York Plaster Works—vessel to D. R. DeWolf & Co.

Schr. R. W. Brown, Whildin, Providence, for Port Johnson.

Schr. Geo. Moon, Potter, Nantucket, with fish to E. C. Rogers.

Schr. Daniel Morris, Hoover, New-Haven, for Elizabethport.

Schr. F. N. Tower, Dickerson, New-Haven for Baltimore.

Schr. S. E. Jones, Hardy, Fall River.

Schr. Indiana, Jewett, Fall River.

Schr. R. H. Huntley, Nickerson, Boston, for Philadelphia.

Schr. War Steed, Phinney, New-Bedford.

Schr. Lady Antrim, Carter, Wareham.

Schr. Angler, Beebe, Wareham.

Schr. Rocket, Coleman, New-London.

Schr. D. T. Willetts, Smith, Stonington for Eastport.

Schr. Joseph Marsh, Suffin, New-Haven.

Schr. Louisa Frances, Winchester, New-Bedford.

Schr. M. F. Webb, Cook, Providence, for Rondout.

Schr. J. L. Howard, Littlejohn, Providence.

Schr. H. G. Fay, Beebe, Providence.

Schr. Eliza & Rebecca, Price, Providence.

Sch. Judge Low, Pendleton, Providence.

Schr. Z. L. Adams, Taylor, Boston, for Philadelphia.

Schr. S. L. Stevens, Whitney, Boston.

Schr. Loon, Safford, Lynn.

Schr. Hester, Davis, Portchester, for Albany.

Schr. G. L. Lovell, Boston, for Port Johnson.

Schr. Ruth Thomas, Gifford, Salem.

Schr. Escort, Hawkins, Bridgeport.

Schr. S. K. Lane, Fuller, Yarmouth.

Schr. Wm. Leggett, Williams, Fall River.

Schr. J. M. McCloskey, Crockett, Wickford.

Schr. Jas. Cunningham, Scofield, Norwich.

Schr. Ocean Ranger, Kelsey, Salem.

Anchored at Hart Island—Schrs. L. P. Townsend, from Windsor, N. S.; Anna Frye, Smith, do.

WIND—Sunset, light, E. S. E.; cloudy.

SAILED.

Steam-ships Columbia, for Havana; Leo, for Savannah; Wyanoke, for Norfolk, &c.

BY TELEGRAPH.

BOSTON, July 8.—Arr. bark Stadtsraad Broch, from Christiania.

CHARLESTON, S. C., July 8.—Arr. steamers Charleston, from New-York; Falcon, from Baltimore; schr. Carrie S. Webb, from New-York.

FORTRESS MONROE, Va., July 8.—Arr. bark Talisman, from Pernambuco, for orders; reports schr. Impulse sld. June 5, for Arecibo; 6th, schr. Harriet Brewster, for St. Thomas; brig La Creole, for Barbadoes; July 3, in lat. 30 50 N., lon. 7 40 W., saw brig Mechanic steering S. S. W.; July 5, in lat. 34 30 N., lon. 74 40 W., saw schr. Isabella, from Ponce, for New-York; July 7, off False Cape, saw bark Manitou, from Mayaguez, for Baltimore.

FORTRESS MONROE, July 8.—Arr. bark Hoe, for Bergen, Norway, for orders.

Sld. bark Erhardtfeter, for Havre.

In Roads wind bound, schrs. J. H. Huddell, Anna Harris, Wm. Gillian, David Watson, W. H. Everett, Sarah Mills, Schart Tibbetts, James H. Banks, Roswell, Active, Five Sisters, J. M. Vance, St. Mary, Mary Stewart.

The schr. Baltimore and the brig Chimborazo are in the Roads outward bound.

NEW-ORLEANS, July 7.—Arr. steam-ship Cortes, Kemble, New-York.

Sld. steam-ship George Washington, Quick, New-York.

PHILADELPHIA, Penn., July 8.—The steam-ship Pennsylvania will sail on her second trip to Liverpool on Saturday next. Her cargo is all ready for shipment.

SAVANNAH, Ga., July 8.—Arr. steam-ship San Salvador, from New-York. Cld. steam-ship Zodiac, for New-York. Sld. bark Catalpa, for Surinam.

SPOKEN, &c.

By steam-ship Pembroke, from Cardiff, July 2, lat. 40 28, lon. 72, spoke United States ship Constellation, from Hampton Roads, 13 ds. out; 3d, lat. 40 30, lon. 70 10, bark Amity, from Liverpool, for Philadelphia; 6th, lat. 40 35, lon. 70 30, bark Arizona, from Dieppe, for do.; 6th, lat. 40 36, lon. 68 20, bark Arlington, from Liverpool, for Philadelphia, 63 ds. out.

By steam-ship Greece, from Liverpool, July 5, no lat., passed steamer Wyoming.

By steam-ship Samaria, from Liverpool, June 29, lat. 49.02, lon. 47, exchanged signals with a National steam-ship bound east; July 1, lat. 47 07, lon. 37 47, exchanged signals with bark Robert Thomas, (Br.,) bound east.

DISASTER.

NORFOLK, Va., July 8.—The steam-ship Gulf Stream from Baltimore for New-Orleans, came into collision early this morning off the mouth of the Potomac with an unknown schooner. The latter lost her bowsprit and had her jib-boom sprung. The steamer lost her port boat, and had her chain plates, foretopmast and fore-rigging carried away.

EUROPEAN MARINE NEWS.

HAVANA, July 7.—the steam-ship Morro Castle, from New-York, arr. here this afternoon.

MOVILLE, July 8.—The Anchor Line steam-ship Assyria, Capt. Smith, from New-York June 25, for Glasgow, arr. in this harbor to-day.

QUEENSTOWN, July 8.—The Inman line steam-ship City of Antwerp, Capt. Delamotte, from New-York June 28 for Liverpool, arr. here at 10 o'clock this morning. The Allan line steam-ship Moravian, Capt. Graham, from Montreal June 24, for Liverpool, also arr. here this morning.

SOUTHAMPTON, July 8.—The North German Lloyds steam-ship Rhein, Capt. Meyer, from New-York June 28, for Bremen, arr. here at 4 o'clock this morning.

LARGE FANS

JUST RECEIVED, PLAIN AND PAINTED.

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A CONSIDERABLE REDUCTION IN PRICE WILL BE MADE FOR FURNITURE AND CURTAINS ORDERED NOW FOR DELIVERY IN SEPTEMBER AND OCTOBER.

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ROUX & CO.

NO. 827 BROADWAY.

Owing to the dissolution of copartnership, (Mr. F. Roux having returned to Paris,) we are offering $80,000 worth of first-class furniture at cost prices. Orders taken for Houses, Doors, and Decorations at low prices.

ALEXANDER ROUX,
ALEX. J. ROUX.

Smalpage & Son

41-43 MADDOX STREET, BOND STREET,

LONDON, W.

ALSO AGENTS FOR THE CUNARD & WHITE STAR LINES.

DEPOSITS

made on or before July 10 will draw interest from July 1 at the rate of six per cent. per annum.

Security Savings Bank,

34TH-ST. AND 3D-AV.

Open every day and evening.

D. D. T. MARSHALL, President.

JAS. CUSHING, JR., Secretary.

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Continue the 8th, 9th, 10th, 12th, 15th, 16th, 17th, and 19th.

JOHN HOEY, President.

BALL, BLACK & CO.,

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PACKAGES SENT FOR AND RETURNED BY OUR OWN WAGONS, WITHOUT CHARGE.